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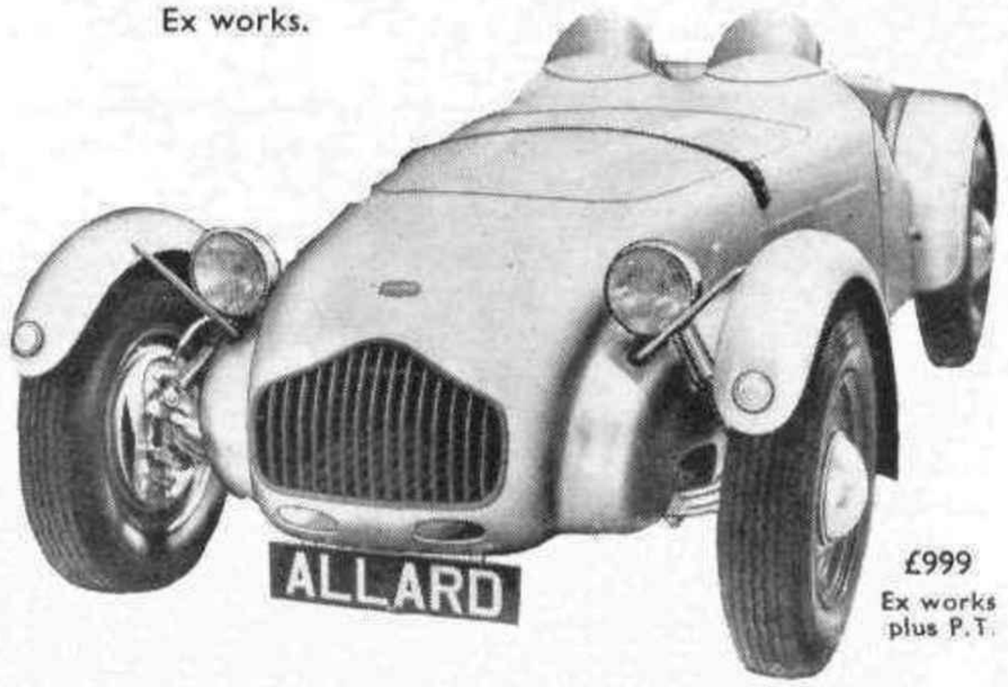
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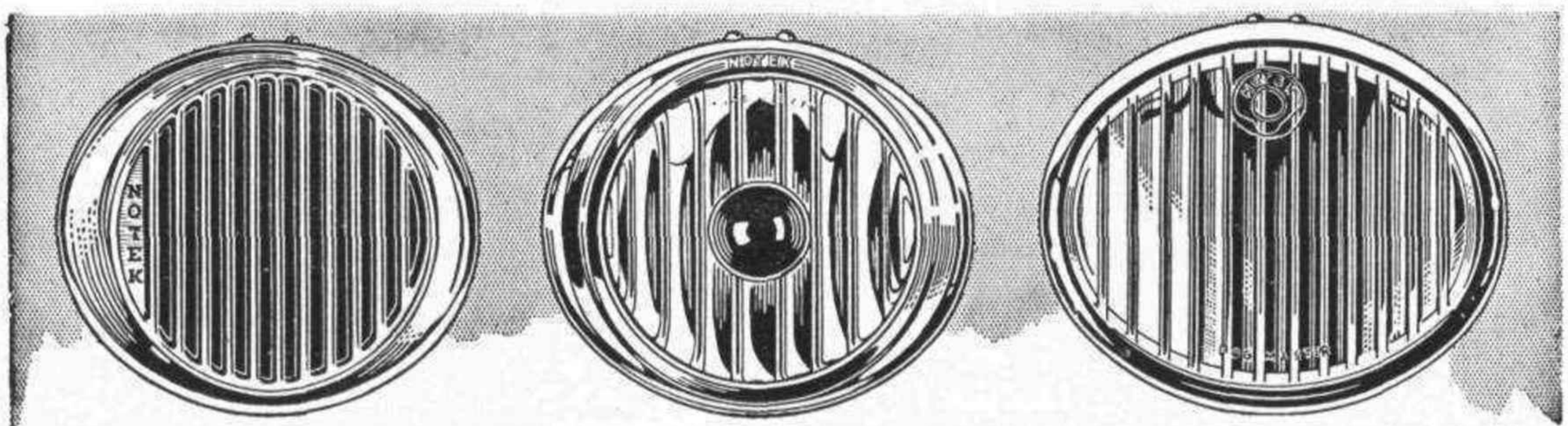
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VOL. XXVI. No. 2 THE MONTE CARLO ROAD FEBRUARY, 1950

MOTOR SPORT

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MATTERS OF MOMENT

BRITAIN CAN MAKE IT.

For some years the term " sports cars " has been less appropriate than it was formerly. When the motor car was a less-specialised production manufacturers could so easily tack a "sports model" on to a range composed of sober tourer, coupé and saloon. Bodies were merely structures on channel-section chassis frames, the one separate from the other and, with a few exceptions, factories were not tooled-up for such big-scale output that an axle ratio could not be raised, springs flattened or the bore of an engine enlarged if the chief engineer felt that this was the way to increased sales. So " sports models " figured in many catalogues.

But as the mass-production and semi-mass-production firms began to put the more specialised concerns out of business the typical motor car changed its character. Bodywork and chassis became one, or closely united, suspension units were expressly designed to suit the resultant *ensemble*, and the scope for modifying axles, engines, gearboxes, lessened appreciably. The " sports car " in the form we had once known it became the concern of purely specialised manufacturers, but this paper retained its interest and faith in them, while perceiving that in the high-performance car, be it open or closed, was to be found, by reason of its superiority in performance, roadholding, cornering and controllability over conveyor-belt products, a vehicle likewise removed from the mundane.

The high-performance car fulfils many important functions. It provides the business executive with the safest form of fast transport available to him. It offers to the discerning driver who must have a closed car for business or family reasons (often both) much of the satisfaction that the true sports car afforded him. For the same reason it is appropriate to enthusiasts no longer so young or so single-minded as to crave an out-and-out sports car. This type of car, seen at its highest conception in the 4½-litre Bentley and 2½-litre Lagonda, has largely replaced the " sports car " in popular esteem and has established itself definitely in the motoring scheme of things.

The point we wish to make, however, is that, with the war behind us, the sports car, in the best interpretation of that frequently misused term, is taking on a new lease of life.

It can be argued that those who derive enjoyment from the accurate handling of fast cars and of speed, under the right conditions, for its own sake, need not look beyond the high-performance saloon to satisfy their whims. But with motor-racing and competitions of all kinds at their present level of popularity—not only in England, but in America, Australia, New Zealand, the Argentine, Siam, France, Belgium, Germany, where you will—isn't it logical that enthusiasts of both sexes, young and not so young, should experience delight from driving, if not racing cars, at all events open, well-handling motor cars of really good performance and high speed, cars unhampered by closed bodywork, and responding to skilful pilotage, along twisting roads in the good fresh air—in short, sports cars ?

The modern sports car—we will define the term as applying to an open two/three-seater of more than normal performance—is reliable, free from temperament, and comfortable and consequently can be used satisfactorily by anyone not of necessity restricted, in spite of personal preferences, to the merely high-performance car.

Britain, fortunately, is in a strong position so far as the sports-car market is concerned, fortunately, because the demand for sports-cars is likely to expand. Secondhand cars generally are now getting rather long-in-the-tooth, so that to-day even the mechanically-minded enthusiast, who before the war derived almost as much pleasure from rebuilding a used sports-car as from owning a new one, sees the common sense of at least ordering a new car, more particularly as the safety of a fast car is closely allied to its condition.

With these thoughts in mind it is pleasing to know that more than a dozen genuine sports-cars are made in this country. In the 3½-litre XK 120 twin-cam Jaguar we have the modern counterpart of the most exciting sports-cars of the past, albeit one offering great refinement and representing remarkable value for money. In the J-type Allard, the " Silverstone " Healey, and the Frazer-Nash we have cars eminently suited to entry in competitions, besides being just the kind of cars that motorists who attend races and thrive on technicalities wish to drive. In America such cars have the added enthusiast-appeal of being the very antithesis of the normal mode of automotive transport, although likely to be most appreciated around Indianapolis at the end of May. Aston-Martin, its stamina proved at Spa, its stability a revelation, Alvis, Lea-Francis, Riley and E.R.A.-Javelin offer compact two/three-seater cars less extreme in

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Reports of Recent Events

NORTH LONDON E.C.C. CHRISTMAS TRIAL

Held on December 18th, the results were not to hand in time for the last issue :—

BEST PERFORMANCE OF THE DAY.—D. D. Render (Allard), 50.1 marks lost.
FIRST-CLASS AWARDS.—A. W. Richards (Austin), 64.8 marks lost; C. J. Abbott (Austin), 69.0 marks lost.
HIGHEST PLACED SALOON CAR.—Mrs. J. W. Evans (Austin), 95.9 marks lost.

SHEFFIELD & HALLAMSHIRE M.C. CHRISTMAS TRIAL

This trial was run on December 18th, over a 30-mile route in Derbyshire, starting at the Monsal Head Hotel and finishing at the George Hotel, Taddington. Approximately 30 entries with a class for standard cars. Set tyre pressures of 8 lb. for under 1,500-c.c., and 12 lb. for over 1,500-c.c. were enforced. It was followed in the evening by a Christmas Dinner and Film show given by Mr. Habershon on motor sport of 1949.

Results :

FIRST.—E. Wadsworth (Ford), 100 marks retained.
SECOND.—Mrs. Wilde (Ford), 92 marks retained.
THIRD.—K. Bancroft (Bancroft), 90 marks retained.
FOURTH.—A. Aldred (Ford), 85 marks retained.
STANDARD CAR CLASS.—D. S. Rayner (Ford).
TEAM AWARD.—E. Wadsworth, C. Corbishley and A. M. Beardshaw.

SOUTH AFRICAN NATIONAL CHAMPIONSHIP HILL-CLIMB

This speed hill-climb, well organised by the Natal M.C. and C.C. at Durban on December 16th last, attracted 11,000 spectators and the only injury was to a boy spectator who fell out of a tree—which suggests that onlookers in Africa have their difficulties too. The South African Radio Relay League helped with "signal stations." Fastest car time, 68.9 sec., was made by Hutton's 1932 model-B Ford Special, which was one-fifth sec. faster than Basil Beall's E.R.A. The motor-cycles were even faster, Duxbury's Norton clocking 66.0 sec.—both new records. Several 500-c.c. cars competed, including Beall's "Half-Pint," with B.S.A. Gold Star engine, Fregona's beautifully-made Triumph Midget and Harrington-Johnson's hastily-completed "Fidgit" with dirt-track J.A.P. engine. Fregona broke the class record three times, although his engine misfired. A Peugeot suffered an odd trouble, a broken exhaust manifold causing the gas to impinge on the fuel pump, which caused vapour-locks. The event was well-reported by the *Natal Mercury* and *Tribune*. It seems that the R.A.C.'s intention to issue licences from Cape Town is causing disquiet, as robbing local clubs, whose sole revenue was gained from the issue of such licences and racing numbers—sounds familiar, somehow! The event was handicapped, these handicap times appearing before each competitor's time in the following results :—

1st : O. Fregona (498-c.c. Triumph Midget), 11.5 sec., 1 min. 16.3 sec.
2nd : W. L. C. Miller (1,250-c.c. M.G.), 5.7 sec.
3rd : G. Henderson (1,100-c.c. F.I.A.T.), 4.7 sec., 1 min. 10.1 sec.
4th : R. Henderson (747-c.c. Austin Special), 13 sec., 1 min. 19.3 sec.
P. C. Harrington-Johnson (498-c.c. Fidgit), 11.5 sec., 1 min. 18.2 sec.; A. R. Hutton (3.3-litre Ford Four Special), 2 sec., 1 min. 8.9 sec.; R. Oxenham (1,172-c.c. Ox-Ford), 9 sec., 1 min. 16.3 sec.; M. Miller (3.6-litre Ford Special), 1.4 sec., 1 min. 10.4 sec.; B. W. Beall (½-litre s/c E.R.A.), scratch, 1 min. 9.1 sec.; C. H. Dove (747-c.c. Austin), 13 sec., 1 min. 23.5 sec.; K. M. Taws (926-c.c. Halford), 12.5 sec., 1 min. 23.4 sec.; W. Walters (1,250-c.c. M.G.), 6.8 sec., 1 min. 81.2 sec.; Miss I. Henderson (747-c.c. Austin Special), 13.5 sec., 1 min. 25.4 sec.; L. H. Kirk (747-c.c. Austin), 13 sec., 1 min. 25.2 sec.; H. R. Felgate (1,250-c.c. M.G.), 6.8 sec., 1 min. 20 sec.; B. W. Beall (496-c.c. "Half-Pint"), 11.5 sec., 1 min. 25.4 sec.; D. Jenkyn (1,750-c.c. Peugeot), 6.8 sec., 1 min. 21.1 sec.; L. E. Geary (1,250-c.c. M.G.), 6.8 sec., 1 min. 22.3 sec.; C. A. Clark (1,600-c.c. Semi-Chev), 7 sec., 1 min. 25.4 sec.; D. Phipps (1,700-c.c. Vauxhall Special), 6.8 sec., 1 min. 26.5 sec.; W. F. Perry (4.3-litre Hudz), 2.5 sec., 1 min. 23 sec.

ITALIAN CHAMPION

By his victory at Buenos Aires on December 16th last, Alberto Ascari is confirmed the Italian Champion driver of 1949.

1949 B.R.D.C. GOLD STAR WINNER

Warmest congratulations to Peter Whitehead on winning the B.R.D.C. Gold Star for last season's racing. His tenth place in the Ferrari at Buenos Aires gained him the final placing a few marks ahead of Bob Gerard.

SWEDEN M.C. NATIONAL CUP RALLY

This event, run over 450 miles of terrible dirt-roads north of Stockholm, is really more of a race than a rally. Eighty competitors turned out for the last one, the cars ranging from Dyna-Panhard to Mercury, and British cars being seen in the form of two Morris, an Austin A40, and an H.R.G. The winner was R. Andersson (Ford V8), who lost only five marks. Class winners were : rear-engined Renault, F.I.A.T. "1,100," Volvo PV444 and Volkswagen.

M.G. C.C. KIMBER TROPHY TRIAL

The Kimber Trophy Trial of the M.G. Car Club (S.W. Centre) was held on Boxing Day. Twenty-one starters, standard and trials cars, met at the Paradise Road House, Red Hill, South of Bristol, for a six-hill, three-test course in the North Mendips.

Dr. J. T. Spare (1,172-c.c. Whiteford), of the Taunton Club, in only his second trial, defeated all comers, including such regulars as L. Parker (3,000-c.c. Parker Special, S.), who was best in the opposite class, Clayton, C. C. Evans, Best and others. Parker takes the Spencer Cup. Mrs. Mayne (1,250-c.c. "TC" M.G.), of Plymouth, defeated standard M.G. driving members by a determined effort, and receives the Welch Trophy.

Two new hills proved their value : Goblin Coombe let through only five, the doctor and L. J. Tolman (1,172-c.c. Betsy) being outstanding; and Downside Farm only eight, where C. C. Evans (1,991-c.c. Dacy) toured up to give a false impression of simplicity. Other hills were Oatlands, Brockley Rocks (in plenty!), where G. W. Best found his drag-link in two bits, welded it at a nearby garage and completed the course. Elwell and Long Barrow. C. Nicholl (3,622-c.c. Ford) and G. W. Best ("PB" M.G. Special, blown) were fastest in two timed tests : forward-stop-reverse-stop on flat at right-angle corner, and dead engine roll to stop line-reverse up under power, respectively.

Results :

FIRST-CLASS AWARDS.—L. J. Tolman (1,172-c.c. Betsy), no marks lost; M. E. Roberts (993-c.c. Roberts Special), no marks lost; C. C. Evans (1,991-c.c. Dacy), 8 marks lost; G. W. Best (M.G. Special, S.), 8 marks lost; H. Clayton (1,172-c.c. Clayton), 12 marks lost.
SECOND-CLASS AWARDS.—F. P. Radford (1,048-c.c. Radford, S.), 8 marks lost; B. Fitzwater (1,087-c.c. Riley), 12 marks lost; D. Bollom (1,172-c.c. Dellow, S.), 24 marks lost; D. J. Hase (990-c.c. Meakin Cross Special), 24 marks lost; W. C. Cuff (3,917-c.c. Cuff Special), 24 marks lost; J. Buncombe (1,496-c.c. H.R.G.), 28 marks lost.

CEYLON M.S.C. DECEMBER MEETING

The 25-lap race at Ratmalana on December 18th last was won by George Rowlands' Shorrock-supercharged Hooper-Special (TC M.G.), the TC M.G.s of Rajaratnam and Harridge finishing second and third. Filby's Cooper J.A.P. "500" had repeated plug trouble, and retired with a broken primary chain. Canagaratnam's M.G. had engine trouble, and Esprit's Lincoln Zephyr had transmission trouble.

A 2½-litre Riley said to do a genuine 110 m.p.h. in normal touring trim did not materialise.

Of the motor-cycles, Pat Helsham's Norton Manxman finished a lap ahead of de Zylwa's Triumph Tiger in a 20-lap race.

FRENCH CHAMPION

Louis Rosier has been declared champion of France for 1949.

PALM BEACH "ROUND-THE-HOUSES" RACE

This 100-mile event had to be postponed a day because the Orange Borol football match clashed with the original fixture. It was finally run on a new course outside the town on January 3rd and it seems that racing cars joined the sports cars. The winner had an Indianapolis Mercury engine in a Duesenberg, the "Silverstone" Healey, which finished second, was powered by a 5½-litre V8 Cadillac engine—Healey Hot-Rod!—and Briggs Cunningham's sports 2-litre V12 Ferrari was third. Leslie Johnson's XK 120 Super Sports Jaguar was fourth, and because he drove it on an American licence, Johnson cannot now compete in British national events this year—perhaps he doesn't care, anyway! In the race his hydraulic brakes seem to have failed after 20 miles or so.

Results :

1st : G. Hinton (Mercury-Duesenberg).
2nd : B. Cunningham (Cadillac-Healey).
3rd : G. Rand (Ferrari).

Continued on page 56

THE ARGENTINE RACES

THE first of the South American winter races, which "Bira," Reg. Parnell and Peter Whitehead attended from this country, was run off on December 18th before a crowd estimated at 200,000. It was a non-formula race, so Ferrari put in the two-stage, 2-litre V12 Grand Prix cars. Von Brauchitsch arrived but found the 3-litre Maserati offered to him quite unsuitable, and withdrew. In the short race preceding the main Peron Grand Prix Villoresi won from Ascari and Farina, lapping at 72.13 m.p.h. In the race proper, over 35 laps or some 109 miles of the Palermo circuit at Buenos Aires, Ascari dominated the scene, winning for Ferrari at 71.35 m.p.h., and setting the lap record to 72.3 m.p.h. Fangio drove his usual brilliant race behind, raising the lap record to 72.96 m.p.h., his 2-litre Ferrari being second, 29.3 sec. behind Ascari. Villoresi's 2-litre Ferrari finished third. Farina's, Bonetto's and Parnell's Maseratis retired early, Parnell after only six laps, because of almost zero oil pressure. The Talbots, too, were out of the picture, Etancelin's lacking oil pressure and Rosier's suffering from brake fade. The heat was, of course, intense. The remaining finishers were: Campos (Ferrari), Gonsalez (Maserati), "Bira" (Maserati), de Graffenried (Maserati), Serafini (Maserati), Biondetti (Maserati), Peter Whitehead (1½-litre Ferrari) and Chiron (Maserati). After the finish the crowd invaded the course and "Bira," trying to avoid the human barrier by spinning his Maserati round, broke a small bone in his foot, so hard did he apply the brakes. Alas, in spite of his efforts, several people were hit. Whitehead drove a steady race, and wrests the 1949 B.R.D.C. Road Star from Gerard. Ferrari finished the year convincingly with these four places, especially as the Maseratis of Farina, "Bira," Chiron, Taruffi and Biondetti had been enlarged to 1,750-c.c. for this race.

As we close for Press comes news of the Second Buenos Aires Grand Prix, run over a distance of 90 miles on January 8th. At first that incredible driver Fangio led in his Ferrari, but with a lead of 15 sec. over Villoresi he required a wheel-change and dropped back, later picking up several places. Ascari encountered the straw bales and retired, and in the end Villoresi's Ferrari won in 1 hr. 18 min. 20.8 sec., at 68.82 m.p.h. Serafini's Ferrari finished second, nearly 26 sec. later, with Bucci's 308 Alfa-Romeo third, Fangio fourth, Bonetto's Milan fifth, Farina's Maserati sixth, Rosier's Talbot seventh, Parnell's Maserati eighth, "Bira's" ninth, Whitehead's Ferrari 10th, Biondetti's Maserati 11th, Gonsalez 12th, Chiron (oh dear!), 13th. On January 15th the third Argentinian race was run, and Ascari won it in his Ferrari at 69 m.p.h. from Farina's Maserati and Taruffi's Maserati, with Chiron (Maserati) fourth, and de Graffenried (Maserati) fifth. Ferrari have commenced the 1950 season nobly!

CLUB AFFAIRS

The Sheffield and Hallamshire M.C. is holding its annual dinner and presentation of awards at the Grand Hotel, Sheffield, on February 3rd.

* * *

Good news! *Bugantics*, the beautifully produced magazine of the Bugatti Owners' Club, is available to non-members. It costs 15s. per six issues, post in the U.K., and 21s. overseas. It can be obtained from the Club Secretary, Major Dixon-Spain, O.B.E., M.C., Prescott House, near Cheltenham, Glos.

* * *

The Morgan Three-Wheeler Club's printed monthly Bulletin is also available to non-members (who may also advertise in it). The annual subscription is 12s., from the publishers, 24, Christchurch Road, Coventry.

* * *

The N.W.L.M.C. meets the West Essex M.C. for a Quiz Contest at the Talbot Restaurant, E.C.2 at 7.30 p.m. on February 9th.

* * *

A club is being formed in the Cranleigh, Surrey, area. Details can be obtained from the Hon. Sec.: R. H. Clare, 1, Coneyhurst Lane, Ewhurst, Surrey.

* * *

The B.T.D.A. has appointed the Southsea M.C. President's Trophy Trial of February 19th a 1950 "classic" counting towards the "Star."

* * *

West Hants & Dorset C.C. membership rose last year from 90 to 230, not 130. The club's 1950 fixtures are:—

Feb. 12th: Closed Hartwell Cup Trial.
April 1st/2nd: Closed Night Trial for Graham Cup.
May 29th: International Race Meeting, Blandford.
June 29th: Closed Invitation Speed Hill Climb, Blandford.
Aug. 26th: Closed Speed Hill-Climb, Blandford or Lytchett.
Sept. 24th: Closed Invitation Knott Trophy Trial.
Dec. 10th: Closed Christmas Cup Trial.

Hon. Sec.: J. B. Jesty, "Treebound," Upton, Poole, Dorset.

* * *

The provisional calendar of the Chiltern Car Club has been approved by the R.A.C. and is as follows:

Sunday, March 5th: Committee Cup Trial (Closed Event).
Sunday, June 4th: Touring Rally (Closed Invitation Event).
Sunday, September 3rd: Concours d'Elegance.
Sunday, December 3rd: Chiltern Hills Trial (Closed Invitation).

* * *

The M.G.C.C. (S.W. Centre) challenged the Bristol M.C. & L.C.C. to a quiz contest on January 14th. A learned yet hilarious party resulted, ably conducted by Question Master Kay of the B.M.C. & L.C.C. He grappled with the teams of five "experts" from each club and extracted answers (true and false) to questions on trials, personalities, the law, technical and racing. Points result: M.G., 29; B.M.C., 28. Highly gratifying and a return challenge resulted.

* * *

The annual general meeting of the North London Enthusiasts' Club took place on January 17th.

The Committee for 1950 will be composed of: G. Bance, Hon. Secretary and Treasurer; W. G. Render, Captain; F. H. Bacon, C. H. Ford, C. G. Meisl, F. E. Owen, I. C. Wilson and A. Wood, with F. D. Yiend, the Magazine Editor, serving in an *ex-officio* capacity.

The Club rules were changed slightly; the B.R.M. fund organised by the M.A.C. was discussed, the support from this club being confirmed; the office of Editor was filled by David Yiend, who voluntarily came forward to fulfil this task; and there was also some reflection upon their competitive events during the past year and of the immediate future.

The next trial is the Jacobean Trophy Trial on February 26th. It consists of about 37 miles in Hertfordshire, with some eight observed sections. It will be stiffer than the type of competition we usually hold, and while specials will be quite in keeping, standard sports cars should not suffer any damage, and even saloons could participate without injury, apart from getting muddy. The event is a closed invitation one, the invited clubs being the Berkhamsted M.C. & L.C.C., Cemian C.C., Chiltern C.C., De Havilland Auto Club, Herts County Aero and Car Club, the M.G. Car Club (South East Centre) and the North West London M.C. The Secretary of the meeting is Mrs. Wilson, 44, Bittacy Rise, Mill Hill, N.W.7. Closing date is February 4th, and for late entries February 15th.

REPORTS of RECENT EVENTS

—continued from page 55

BRISTOL M.C. & L.C.C. CHAPPELL CUP TRIAL

The event, held on January 14th, was a combined one for cars and motor-cycles, each category covering the same course and in general competed on the same terms.

It was a stiff course of about 30 miles in an area south of Bath. Mount Pleasant, Clandown, Pendown and Chappell Lane all took heavy toll of both two and four-wheeled vehicles.

Results:

CHAPPELL CUP.—C. C. Evans (1,991-c.c. "Dacy"). 75 marks.
FIRST-CLASS AWARDS.—W. H. Waring (1,172-c.c. Dellow S.), 70 marks; G. D. Waldron (1,172-c.c. Dellow S.), 70 marks; G. W. Best (939-c.c. M.G. S.), 70 marks.
SECOND-CLASS AWARDS.—H. E. Roberts (933-c.c. Roberts Special), 70 marks; L. Onslow-Bartlett (1,172-c.c. Aus-Ford), 70 marks; W. A. Cleave (1,086-c.c. Morris), 65 marks.
TEAM AWARD.—Waldron and Bartlett.

CHILTERN CAR CLUB TROPHY TRIAL

The results of this trial were as follows:

WINNER OF CHILTERN HILLS TROPHY.—Alec G. Pine (Alpine).
FIRST-CLASS AWARDS.—G. G. Smith (M.G./Ford), G. Pentony (Morris), A. C. B. Chapman (Lotus), N. Cocker (N.C.).
SECOND-CLASS AWARDS.—A. W. Richards (Austin), C. W. Yates (Austin), D. R. Wootton (Austin), A. E. A. Day (Mercury).

THOSE CONTINENTALS

GREAT interest has been shown in some of the cars used for the series of races held recently in the Argentine, when the temporary existence of a "Formula Libre" gave people a chance to experiment. Ferrari was quick to take advantage of this and, together with the standardisation among his cars, he soon concocted some rather desirable "Argentine Specials." Using existing components, he built five cars altogether. Three of them used the new Formula I chassis that made its debut at Monza last September. These new chassis are 11 cm. longer than the original G.P. cars and are naturally slightly heavier. Into these chassis were fitted Formula II engines, being the unblown 2-litre V12-cylinders, but for this occasion a single-stage supercharger was fitted, as used on the original Formula I cars. The other two cars for the Argentine used the same power units, but these were fitted into the short Formula I-type chassis, similar to that used by Whitehead.

These single-stage supercharged 2-litres give 290-300 b.h.p. at 6,500 r.p.m., and the complete cars weigh 11 cwt. 44 lb. for the short chassis, and 12 cwt. 20 lb. for the long-chassis models. This difference in weight is accounted for mainly by the longer frames, and the improved brakes, plus all the little bits of extra weight that inevitably go with an increase in wheelbase. There appears to be a great advantage to be gained by keeping a high degree of inter-changeability among one's various models.

Maserati were not so fortunate, for their 2-litre car bears no resemblance to the Formula I model, and they were unable to make any use of the larger engine. Not to be outdone, however, they increased the stroke of the 4 CLT/48 cars, from 78 mm. to 90 mm., by fitting new crankshafts, thus bringing the capacity up to 1,720 c.c., giving an increase in power from 245 b.h.p. at 7,000 r.p.m., to 280 b.h.p. at 6,400 r.p.m., and even more surprising is the figure of 200 b.h.p. at 4,000 r.p.m. for this engine. In all other respects the cars were standard, but one new model was built, which had a chassis frame of lighter gauge tubes, a lighter oil tank and an aluminium fuel tank, lighter than before, as well as softer suspension, the saving in weight being very nearly 50 lb.

The Scuderia Milan, not having completed their new chassis in time, sent a standard Milan model, one of those built for the last Monza meeting. Having the same bore and stroke as the 4 CLT Maserati, and running at the same r.p.m. of 7,300, the Mario Speluzzi-designed Milan engine is claimed to give 320 b.h.p., using nearly 40 lb./sq. in. boost pressure, against the Maseratis 32 lb./sq. in. It is interesting to note that the power absorbed by the Milan two-stage Roots supercharger layout is 62 b.h.p., while the Maserati layout absorbs 50 b.h.p.

The Type 158 Alfa-Romeo in its 1948 condition still heads the field with a power output of 330 b.h.p. at 8,200 r.p.m.

THE NEW TD M.G. MIDGET

At a cocktail party at Nuffield House, Piccadilly, on January 17th, the new TD M.G. Midget was released. We were confronted by a travel-stained red two-seater with skis strapped across its hood, one of two cars which had been driven from Vald'isere to London the day before. Of the two TD M.G.s which essayed this journey, one was driven by Ian Appleyard and Louis Klemantaski, the other by Gordon Wilkins. They met fog, ice, snow and torrential rain on the 631 mile run, but Wilkins managed the 108½ miles from Arnay *via* Le Duc to Sens in 105 min., an average speed of 62 m.p.h. He confirmed that the new car, by reason of the 1¼-litre-type i.f.s., not only corners faster than the cart-sprung TC, but gives an infinitely more comfortable ride, enabling higher speeds to be maintained over bad roads.

The new car, which supersedes the TC, has coil-spring i.f.s., rack-and-pinion steering, and a chassis with electrically-welded boxed side-members and tubular cross-members like that of the 1¼-litre M.G. The 1,250-c.c. o.h.v. engine is virtually unaltered except for a slightly lower compression-ratio, and the same power of 54.4 b.h.p. is claimed for it—not 4.4 b.h.p. inadvertently stated in a contemporary! The gearbox is now that of the 1¼-litre car, with a lower third gear ratio, 7.1 to 1 instead of 6.9 to 1. The delightful remote gear-lever is retained. The wheelbase remains at 7 ft. 10 in., but the body width has again been increased. The appearance of the car has been altered by the use of smaller, fatter tyres (5.50-15 E.L.P. Dunlops) on five-stud disc wheels with large "dishplates." One can also see the tubular framework over the slab-pattern rear fuel tank, which holds 2½ gallons less fuel than that of the TC. The brakes are 2 L.S. 9 in. Lockheed. Detail layout has been revised and piston-type shock-absorbers are fitted. The price has increased by £32 10s., making the total, with p.t. £569 7s. 3d. The car is somewhat heavier than the TC and we shall be most interested to see how the performance compares.

The M.G. Car Company is to be congratulated on its remarkable M.G. Midget, which has, as it were, redeemed the sports-car in modern times, for 6,600 of these cars have sold overseas since the war. Its sponsors deserve congratulations for offering 6.00-15 tyres, fog lamp, double hydraulic shock-absorbers, an extra petrol pump, radiator thermometer, a 4.55-to-1 back axle and special tuning to their "hot-rod" schedule for competition-minded buyers, besides radio, chromium-plated luggage rack and badge bar for promenaders.

The new TD looks a thoroughly likeable little car, but we regret particularly the passing of centre-lock wheels from what is, after all, essentially a sports-car. Bolt-on wheels are cheaper, may be lighter, and you change a tyre only once in two years these days if you are lucky, but when you *do* effect a wheel-change, the centre-lock hub gives a large slice of satisfaction. It is another argument in favour of buying a vintage car, for off-hand we can think only of certain Frazer-Nash models, the H.R.G., and the Aston-Martin as modern British cars retaining this desirable, race-bred method of fixing on the road-wheels. —W. B.

RALLY ROLLS-ROYCE

At a small champagne-party at the Park Ward works at Willesden on January 16th, journalists and well-wishers were shown the Rolls-Royce which W. M. Couper and Desmond Scannell were taking on the Monte Carlo Rally.

A delightful four-door Park Ward saloon, it had just come in from a test-run to Wales and back, during which it did nearly 17 m.p.g. and showed no signs of a single oil leak. Most interesting feature of the body is the rear wheel spats, which are normally locked in their places, but which swing out and backwards on hinged members to give access to the wheels.

A single spare Dunlop-shod wheel is accommodated in the luggage boot, this swinging on a pivotted arm, for easy removal. Two small detachable compressed-air bottles were carried in case tyre inflation was needed. Three fitted suitcases are accommodated on a shelf above the spare wheel and a lamp illuminates the entire boot. Special Rally equipment included two thermos flasks, full demisting, anti-frosting and screen washing, a blind isolating the front and rear compartments, wheel chains, two chromium-plated spades, a map lamp, and car cleaning material in the driver's locker.

Other equipment includes radio, heater, torch, fire extinguisher, roof net, barometer, altimeter, under-bonnet lamp, and a cocktail cabinet. The driver's window and deep bench-type front seat are power operated, tables are fitted to the back of the front seat, there is a pocket in the rear-seat arm-rest, further pockets in the rear quarters and tables, pockets and lockers in the front doors. The car weighs 42 cwt. We are describing it at some length because, by the time these words are in print, it should have won the Comfort Prize for Britain.—W. B.

A NEW YEAR'S HONOUR

Mr. J. A. Hunt, general manager of The Hymatic Engineering Co., Redditch, Worcs., and Chairman of the Birmingham Advisory Committee, Midland Regional Board for Industry, has been awarded the M.B.E. in the New Year's Honours List for his work in the field of industrial relations.

VINTAGE VEERINGS

THERE is no need to state the case for vintage machinery on this page, because those who read it are converts anyway, and because the points in favour of even the less-spectacular vintage touring car were set out in " Rumblings " towards the close of last year.

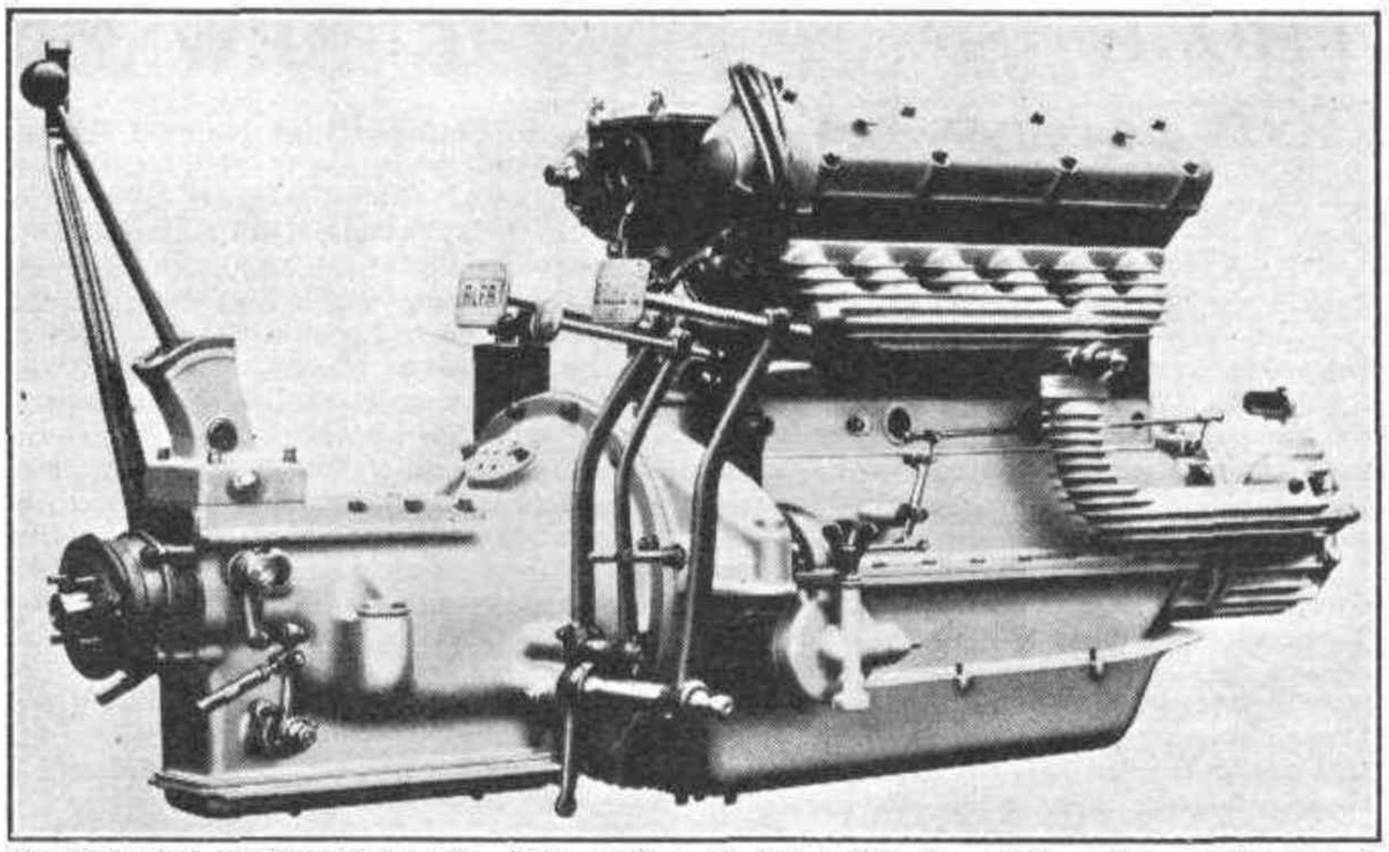
Enthusiasm for vintage cars looks like continuing at a high level, and rather more old cars will come on the market this year as people who regarded them merely as necessities, not as cherished possessions, at last take delivery of their new automobiles.

This raises the matter of the disposal of old cars, both through the Trade and the private advertiser. Prices have fallen, it is true, but we still incline to the view that they are on the high side and that a quicker turn-over would be made by those firms specialising in vintage cars if they dropped prices still further.

As we see it, certain classic vintage types, such as Frazer-Nash, Bentley, and "30/98" Vauxhall, if in good order and possessing original bodywork, components and accessories, should command, like Old Masters, very high prices. But the less well-known types are of lesser value by far. After all, in 1939 £50 would buy quite a sound example and £100 something very good indeed, and since then most of them have either seen *another ten years' service* or have been stored for a goodly part of the time—and neither circumstance can, by any stretch of imagination, be said to render such cars worth much more than before the war. We know that the cost of living has risen, that everything is more expensive these days, that dealers have higher rents, wages and general overheads to meet. But we are also aware that lots of people who crave a vintage car, probably on account of something they have read in MOTOR SPORT, are likely to lose interest if they are asked a stiff three-figure sum for an old tourer of dubious mechanical condition which will involve them in the additional expense of a respray, a new hood and a set of tyres before they can feel proud of it as a possession. Vintage cars are rarer than the post-vintage types, and the very numbers of the latter one sees in showrooms and mews up and down the country suggests that the prices of these later, in the vintage sense less alluring, but often more practicable, more easily shod and serviced, and more economical cars, must in time come down. As soon as this happens less well-preserved vintage types will drop appreciably in value. So, with vintage enthusiasm at its present high level, and rightly, we venturesomely say to dealers in these cars—lower your prices still further and do good to both yourselves and the less well-off enthusiasts.

* * *

Arising out of the reference to "23/60" Vauxhalls last December, we have received the following letter from Mr. N. A. Wiseman :—



VINTAGE PERFECTION.—The engine of the 1,750-c.c., twin o.h.c. supercharged Series II Alfa-Romeo, introduced in 1930, the last year of truly vintage motor cars.

Sir,

My " 23/60 " Vauxhall is recorded in your December issue to have climbed " no fewer than nine Swiss passes, the Stelvio included." It is further said " The only trouble was three punctures." Well, I think that is a bit of an understatement. We did in fact have two burst beaded-edge tyres and a mysterious deflation. Nor is that all—for we were fortunate just in that for the critical 2,000 miles nothing actually went wrong. Mr. Gill, in his excellent article, speaks diffidently of the Lanchester Harmonic Balancer. The instruction book is more explicit. It tells you to leave it alone. That's all very well provided the thing doesn't suffer from any of these modern psychological complexes. Mine decided it was not having enough attention paid to it, so one day, at 2,500 r.p.m., it flew into a rage and little pieces. And the driver, blaspheming horribly, on looking under the car, found he was being watched by the beady eye of the crankshaft. Since then I've taken a jaundiced view of L.H.B.s and when, on the way out, halfway across France, the new balancer sounded a trifle quarrelsome, albeit it had only been in darkness for a week, it was hauled out and no nonsense about it. Since that moment I've done thousands of miles without it and never missed it.

Nor was that all, for just after we'd got back to England, a bolt used to hold down the tappets sheared. To replace it the whole engine had to be taken down. And, of course, had another tyre burst it would have been the end of our holiday —as the two that did so went within the first four days of a three-week tour. I feel, somehow, the Vauxhall household gods were looking after us to make sure that the reputation of one of their best products was not tarnished.

I agree with all that Mr. Gill said about these cars, though I think he is unduly modest about them and his own car in particular. I think I look after mine well but I'd be ashamed to put it next to his. The performance figures he gives are on the slow side in my experience, but my car never did, nor will, pull away like his, from 5 m.p.h. in top. There are, however, other differences between his and mine besides the balancer. In general, if one wants sedate, though not stodgy, vintage motoring at its best, one could go farther and fare worse at greater cost than if one obtains a " 23/60 " Vauxhall.

I am, Yours, etc.,

Leatherhead. N. A. WISEMAN.

* * *

The vintage cult has developed until, today, it is admirably catered for amongst the clubs. The Bentley Drivers' Club, for example, has not only sorted out much valuable data on the vintage Bentleys for its members and compiled authoritative technical articles on these cars for MOTOR SPORT, but has issued a remarkable register of known Bentley cars, listed not only under members' names, but under registration numbers and geographically. The Aston-Martin Owners' Club has a somewhat similar list of Aston-Martins, including the s.v. cars, a Register of vintage Alvis cars is issued monthly and the 2-litre Lagonda register fulfils a ilke function for owners of vintage Lagondas.

Then there is a Frazer-Nash section of the V.S.C.C., an attempt is being made to form a " 14/40 " Delage register, something of the sort has been started for vintage Lea-Francis owners, and has been suggested for " 14/40 " Sunbeam users. The Lagonda C.C. recognises the 11.1-h.p., 11.9 h.p., and 2-litre models, the A.C. Club is conscious of the gearbox-in-back-axle S. F. Edge four and six-cylinder A.C.s, and so on.

All this is to the good, because, whether you own one of the better-known vintage types or prefer something more rare, much of the fun obtains from meeting owners of similar cars and comparing performance notes and servicing experiences. The Vintage Sports Car Club is, of course, the premier body catering for vintage cars, *which are cars built before* 1931.

15,000 MILES WITH A JAVELIN

Personal Experiences of the Managing Director of "Motor Sport" with one of these popular 1½-litre Cars.



Sisters Blonde and Brunette both dying to start.

I WAS first attracted to the Javelin on account of the favourable remarks made by the Editor after he had road-tested the prototype car.

Later, the production saloon came along for test, and, although I only drove it for a brief part of the mileage covered, I was so impressed with the excellent acceleration and fair turn of speed of this roomy newcomer, that I placed an order for one. Years ago I rode Douglas motor-cycles, and ever since have had a warm regard for the horizontally-opposed engine, so the under-bonnet aspect of the Javelin particularly appealed to me.

I was informed in due course that I could take delivery, and I commenced to run-in my black saloon with infinite care, for such treatment of new cars has never failed to pay dividends in the past. The car was all that I had expected—comfortable accommodation for five people, and luggage space second to none—but the first 2,000 miles were to reveal some rather startling troubles.

The first cause for alarm was the working loose of both carburetters. The radio suppressors also fell off, and the dash-lights failed to work. Some toil with spanners and screwdrivers restored these departments to good working order, and then the next bunch of troubles arrived. The trafficator arms lit up only when they felt like it. The dynamo lead came adrift when miles from anywhere, and proved extremely awkward and difficult to replace. The starter bendix developed a playful habit of sticking, rendering the car immovable, so that I bought an outsize screwdriver with which to probe it free, carrying this in the car.

More serious still, the rear plug on the near-side cylinder block began to oil up continually, and final consumption failed to better about 20 m.p.g. I experimented with many jets and at last found a combination for the Zenith carburetter that gave good steady acceleration with no flat spots, but still not the 30-35 m.p.g. that I had been expecting. After two or three foggy days the petrol consumption got considerably worse, and the engine was obviously resenting a too rich mixture. Worried, I lifted the bonnet while the engine was running, and as I stood gazing at the "works," the engine purred sweetly, as if to say, "thanks for a little fresh air." It was then that I became conscious of a piece of felt stretched across the air intake chamber in the bonnet and realised it to be a primitive air cleaner. This I removed, and since that day have averaged 30 m.p.g., getting 35 m.p.g. on runs some 50 miles or more out from London.

When the engine became free I drove the car really hard everywhere, and its performance proved exceedingly good, very high average speeds being possible despite the remarkably economical running. In London the splendid acceleration and good visibility made light of traffic driving.

When I say the car was driven really "hard," I mean exactly what I say, but the bearings began to show their dislike of too hot oil, and finally the big-ends were useless. This was a disappointment to me, and no doubt the makers were not completely happy. An engine with lead/bronze-lined bearings was supplied, and since then some 11,500 miles have been completed, at even higher speeds, absolutely trouble free. All Javelin engines now have bearings so lined.

From MOTOR SPORT office to Hastings in 1 hr. 35 mins. pleased me immensely, and eastwards from Romford on many occasions, 55 miles in 61 mins., four-up with luggage, and still, remember, all on 30 miles per gallon. Can you wonder why I am such an enthusiastic Javelin owner?

Jowetts excuse for all the trouble at the start was unskilled labour at the factory. This difficulty would seem to have been surmounted, for it has been my pleasure to help run-in and drive another Javelin, some 12 months younger, and this car has shown none of the original troubles.

Garage hands are now prepared to give a little intelligent help. When I first started out they looked and said: "Don't know anything about these new-fangled things." But the "new-fangled thing" has established itself, and I have no hesitation in saying that many years will go by before we see anything better.

To sum up, the Javelin is not only a joy to handle, but I know of no other car in its price class that would give me the same brisk performance, look so pleasing to the eye, or get anywhere near the economical petrol consumption.

Offering a surprising amount of room and such excellent speed and acceleration, the 1½-litre Javelin saloon, in my opinion, is in a class of its own.—W. J. T.

BOOK REVIEW

"MOTORING ABROAD" *by Rodney Walkerley* (*Temple Press, Ltd., Bowling Green Lane, E.C.*1, 223 *pages*, 10*s.* 6*d.*).

This is really excellent reading, apart from being exceedingly useful to those planning to take a car across the Channel. Walkerley of the *Motor*, as "Athos" rather than "Grande Vitesse," has produced something entirely new, a book faintly in "Three Men on a Bummel" vein from the viewpoint of its breezy humour, yet telling those new to Continental touring so much that they will want to know about customs, routes, hotels, food, currency, even motor-racing, and practically everything else. More than that, few who have £50, a moderately-serviceable car and this book will be able to refrain from leaving the home shores this summer. Walkerley is like that! This book is naturally right up to date about motoring on the Continent. It is beautifully produced, benefits from some magnificent photographic plates, and is admirably illustrated with sketches by Brockbank, who is equally up-to-the-minute in his portrayal of cars and incidents. Regarded without any particular thoughts of going abroad, we yet rate this as one of the best half-guinea's entertainment and good reading it has been our fortune to discover.

—W. B.

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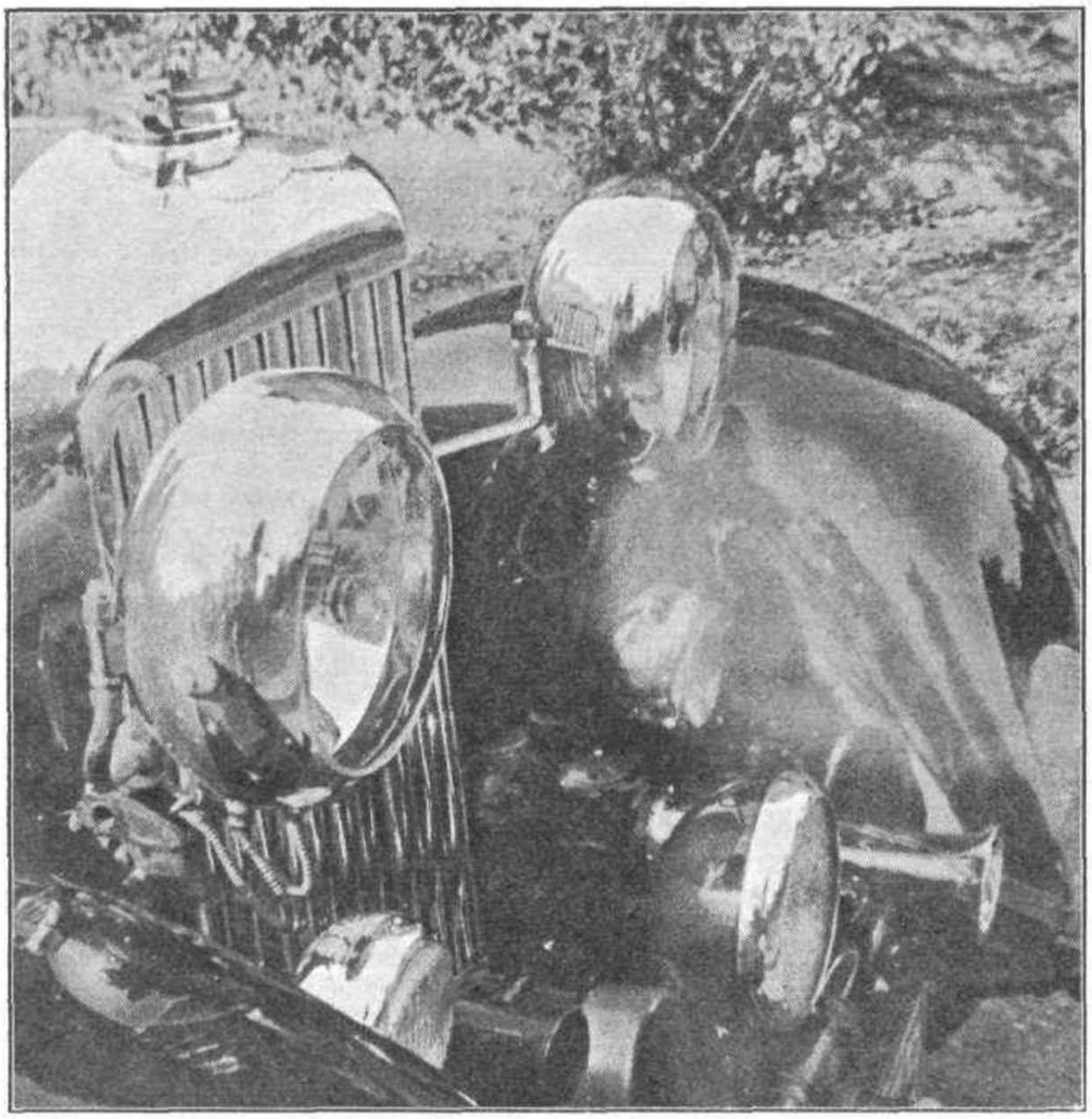
A RECORD OF MOTOR RACING, 1894-1908, by Gerald Rose.
Motor Racing Publications, 42s.

THE MAGIC OF A NAME: The story of the Rolls-Royce, by H. Nockolds.
Foulis, 25s.

THE STORY OF BROOKLANDS: VOLUME III. (*Ready May*).
Grenville Publishing Co., Ltd., 12s. 6d. (13s. *post free*).

Send for our February list of Motor Racing Books now in print (some 55 titles), which gives details of the above three books.

SPECIALISTS IN MOTOR RACING BOOKS



THE 8-LITRE BENTLEY

This article on the 8-litre Bentley, surely the most representative example of the luxury vintage car, has been written specially for MOTOR SPORT by "Nobby" Clark at the request of the Bentley Drivers' Club. It has been "vetted" by various experts and is comprehensive and authentic.

This is the fourth of these special articles on vintage Bentleys written for us by the Bentley Drivers' Club. In the February, 1947, issue the 3-litre Bentley was dealt with. A year later, in February, 1948, the 4½-litre was covered and in the February, 1949, issue, the 6½-litre article appeared. Reprints of the articles were issued to Club members but unfortunately these back numbers of MOTOR SPORT are now out of print.

The present article is the last of this valuable and absorbing series and is in some ways topical, for more than forty 8-litre Bentley cars are still in use.—Ed.

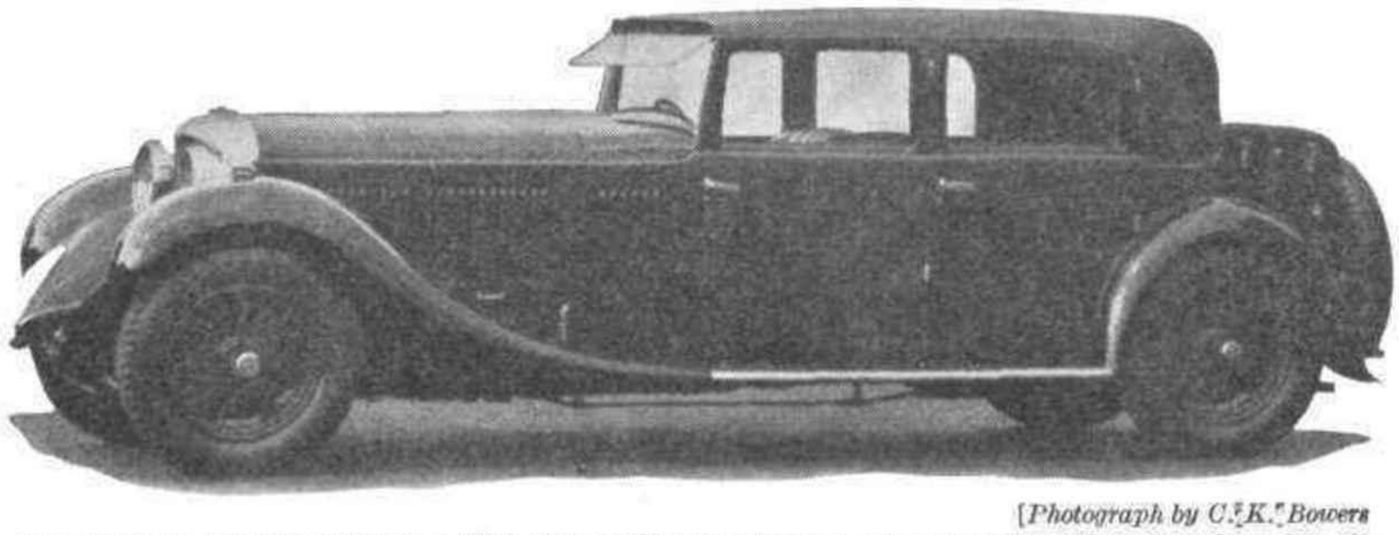
FOR several years, the readers of MOTOR SPORT have been accustomed to expect the annual appearance of an article from the Bentley Drivers' Club devoted entirely to one of the models of that world-famous marque, the Bentley. In this article, the last of the present series, it is therefore proposed to cover the development of that extremely successful example to which, perhaps, the adjective "formidable," in its fullest Gallic sense, is better suited. We refer, of course, to the 8-litre Bentley.

Although only one hundred of these chassis were produced and sold to the public during their short production life, they nevertheless created a mild furore in the motoring world of twenty years ago and the reasons for all this are not hard to comprehend. Let it be remembered that we are discussing design developments of two decades ago, yet here was a normally-aspirated engine, installed in a chassis of orthodox design, bearing the luxurious coachwork of those days at all speeds between ten and one hundred miles per hour with a degree of comfort, silence and stability which one had to experience in order to believe.

Whilst the power unit followed normal Bentley design, by now so well known as to render further description superfluous, the chassis layout was in some respects a complete departure from what had been regarded as standard practice in previous models. Here is a brief description of these alterations :—

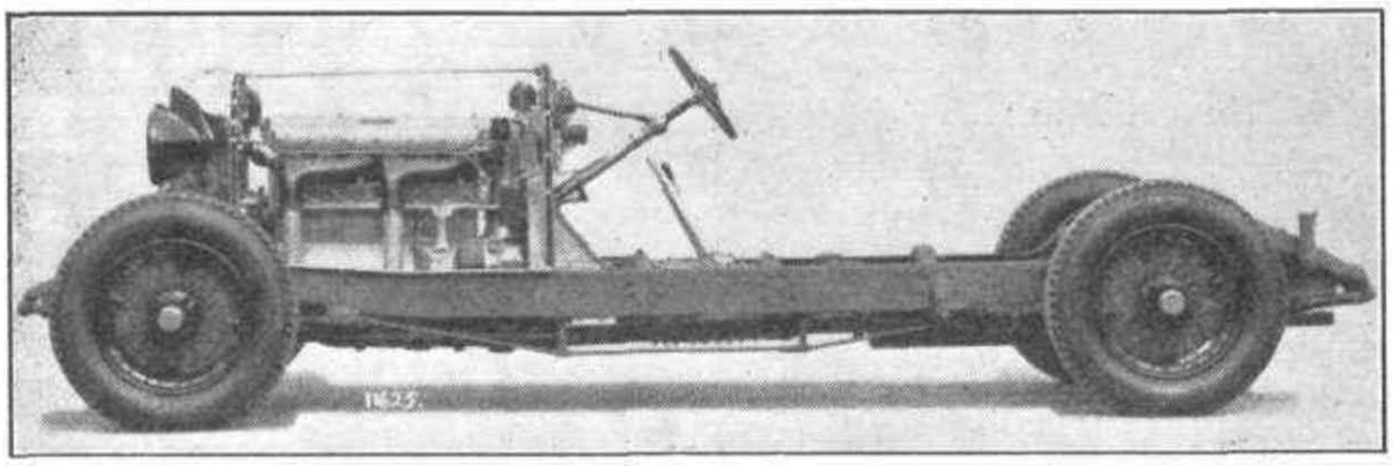
In the production of this chassis, the designers catered especially for the heavy, unrestricted coachwork usually associated with the enclosed-limousine type of body and paid due regard to insulation from noise and vibration, together with the provision of adequate leg-room and as unrestricted a floor space as practicable. In fact, the new frame-design can be fairly said to have been developed entirely with a view to attaining these main considerations. Two lengths of wheelbase were adopted as standard, these being 12 ft. and 13 ft., respectively. In parallel with the new frame development, a centralised lubrication system superseded the point lubrication, which had for so long remained a cardinal feature of orthodox Bentley chassis design. This system, in fact, became an absolute essential in view of the extensive alterations to suspension design which were to constitute a feature of the new chassis.

As regards suspension, the designers had for some years been aware that, with the gradual evolution of the luxury carriage from the sports chassis of the early twenties (which had been its prototype), their sphere of activity was extremely limited, while they adhered to orthodox Bentley frame design. With the advent of the redesigned frame, therefore, he was able to increase road-spring lengths without jeopardising the roadholding qualities for which the marque had by



[*Photograph by C. K. Bowers*

VINTAGE ELEGANCE.—This Park Ward saloon on the 13-foot 8-litre Bentley chassis was used by Bentley Motors as a demonstrator and well portrays fast luxury motoring of the vintage era. It was finished in black and green with green leather upholstery and was priced at £2,780.



[*Photograph by C. K. Bowers*

MAGNIFICENT.—The 8-litre Bentley in all its naked glory, fine example of the vintage luxury chassis at its grandest.

now become world-famous. The alteration in design, aided by admirable and efficient hydraulic shock-dampers of ample proportions, produced a suspension which, though stable, nevertheless possessed a road comfort range which surpassed all expectations. The power unit, meanwhile, of orthodox Bentley design—and developing approximately 220 b.h.p. at 3,500 r.p.m.—provided an ample power-reserve under all running conditions. Naturally, however, with an increase in b.h.p. of approximately 45 per cent., it was requisite that the transmission should be modified accordingly. This, then, was duly done and resulted in the production of the last of the famous "lettered" series of gearboxes, namely the F-type box, and this unit, together with a redesigned hypoid rear axle of ample proportions, catered adequately for the extra loads imposed by the additional power.

Brakes of characteristic Bentley size, entirely new design and assisted by a vacuum servo-motor, rounded off a chassis-layout which, even twenty years later, could in truth be said to follow conventional modern practice, except, of course, for the lack of independent front suspension. This, incidentally, would have followed as a matter of course in a relatively short space of time and would have been quite in accordance with Bentley technique and design, had not the original company perished in the economic blizzard which swept the world in the early 'thirties.

A general specification of the chassis is given below :—

Engine :

110-mm. bore by 140-mm. stroke.
Cubic capacity : 7,982.81 c.c.
R.A.C. rating : 44.99 h.p.
Six-cylinder monobloc, four valves per cylinder.
Overhead camshaft, connecting-rod driven.
5.5 to 1 compression ratio.
5.1 to 1 compression ratio, using a 3-mm. compression plate.
H-section, machined all over, shell-type connecting-rods.
Tappet clearance : 0.008 in. (hot).
Valve timing : I.O., 10 deg. b.t.c.
E.C., 12 deg. a.t.c.
Five-gallon capacity sump ; oil consumption 1,000 to 1,500 m.p.g.
Gear-type oil pump, 35 lb. per sq. in. at 40 m.p.h.
Self-contained crankshaft torsional damper (Mintex).
Self-contained camshaft torsional damper.
Three-quarter engine-speed magneto (Bosch) and coil (Delco).
Separate slow-running carburetter.
Twin S.U. carburetters, average consumption 11.6 m.p.g.

Clutch :

Single-plate clutch of the 6½-litre type.
Lined centre plate (Halo linings).
Clutch stop.

Gearbox :

Split casing, dog-change for third and top speed.
Insulated mountings.

3rd speed ratio		1.345 to 1
2nd	,, ,,	1.792 to 1
1st	,, ,,	3.243 to 1
Reverse	,, ,,	2.925 to 1

Constant mesh ratio 1.692 to 1
Overall ratios were as follows :—

	15/53 *Rear Axle*	14/53 *Rear Axle*	14/57 *Rear Axle*
Top ...	3.533	3.785	4.071
3rd ...	4.752	5.091	5.475
2nd ...	6.331	6.783	7.295
1st ...	11.457	12.275	13.202
Reverse ..	10.334	11.071	11.908

Oil capacity 9 pints—oil recommended, Castrol "R."

Front axle :

Conventional Bentley design.
3 to 4 deg. pivot lean (trail or castor).
Wheel inclination 1 deg. 30 min.
Toe-in, $\frac{1}{8}$ to $\frac{3}{16}$ in.

Steering :

Conventional Bentley. Worm and sector type.

Rear axle :

Hypoid gears.
Single rear brake-shoes.

General details :

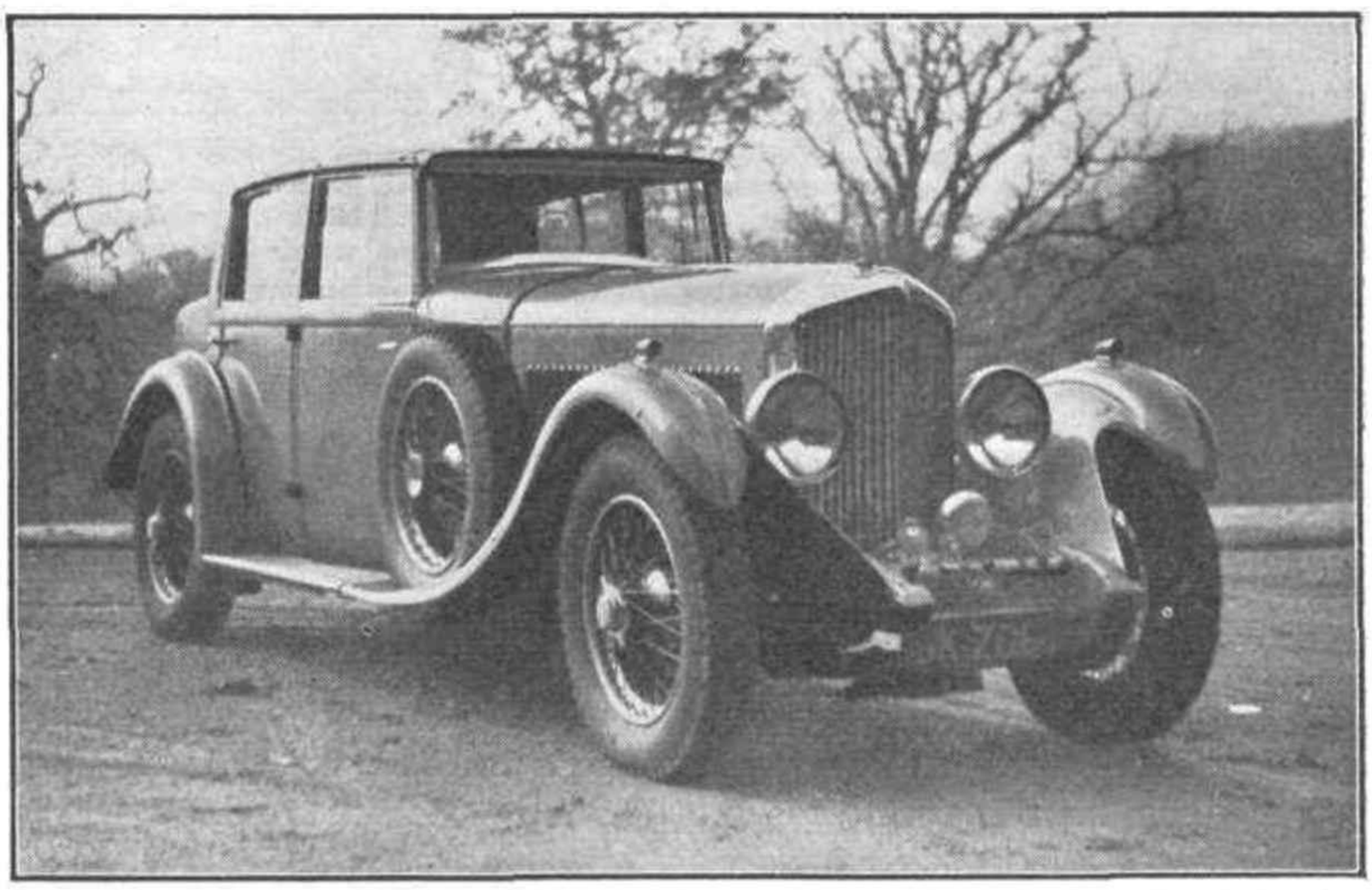
Petrol tank capacity 26 gallons.
Autovac petrol feed system.
Tyres 7 in. by 21 in.; road revs. per mile, 575.
Thermostatically-controlled radiator shutters.
12 ft. by 13 ft. wheelbase frames.

Electrical equipment :

Dynamo : Smith five-brush constant-current, Type 2 DAC 5.
Starter : Bosch, Type B.N.E.2/12RS2.
Magneto : Bosch Type F.U.6, GF6A and RS/6. Gap : 0.012 in.
Coil : Delco Type M.R.S.12. Gap : 0.020 in.
Headlamps : Lucas P.100, DB.
Single-pole wiring, negative earth.
Sparking plugs : K.L.G. K.1, M.30.
Gaps : Magneto, 0.020 in.
Coil, 0.025 in.
Ignition timing : Magneto, 45 deg. b.t.c.; Coil, 47 deg. 30 sec.

Operational instructions for the 6½-litre engine were, for all practical purposes, identical with those for the 8-litre engine, with the slow-running carburetter as the one exception of any note.

This device, consisting of a single diffuser unit mounted centrally on the induction-pipe between the twin S.U. carburetters, feeds mixture through feed-pipes to each unit, entering the induction-pipe just above the top of the butterfly-throttles. Petrol is fed from the rear carburetter to a small well, situated under the diffuser and thence through a calibrated jet. Here, in conjunction with a correctly adjusted air-shroud surrounding a miniature choke, the mixture reaches the induction-pipe *via* the connecting mixture-supply lines. The correct opera-



PERSONAL CAR.—This, the second 8-litre made, was for a long time the personal car of W. O. Bentley. It is now owned by O. A. Batten.

tion of this slow-running device renders superfluous any interference with the main mixture, once this has been properly adjusted.

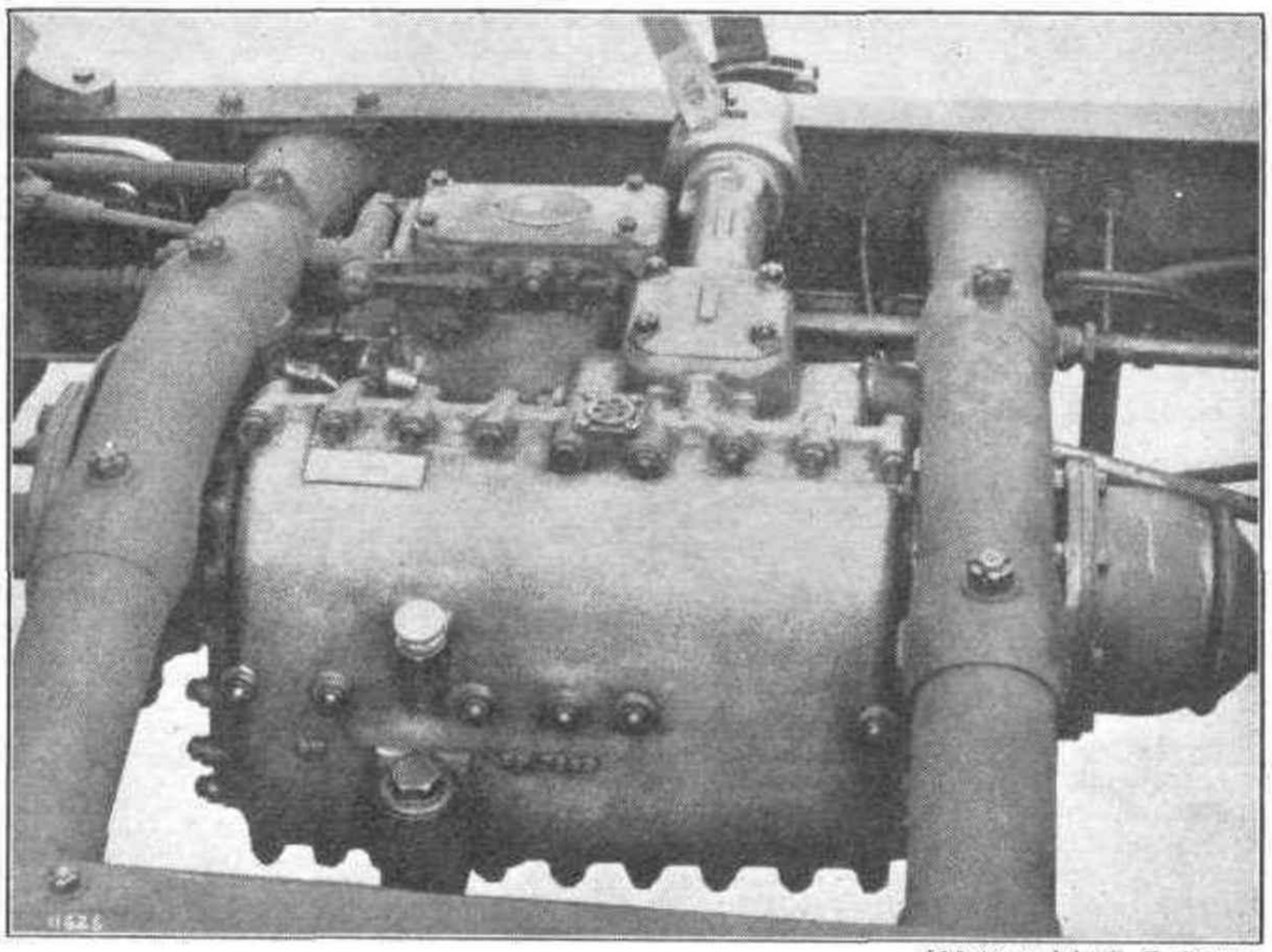
Another device, not previously encountered in the range of Bentley models already discussed, was the thermo-statically-controlled radiator shutters. In all previous models, a thermo-operated valve in the coolant system isolated the radiator from the cylinder-jackets (except for a predetermined by-pass to prevent radiator freeze-up, and, by so doing, maintained a 75 to 90 deg. C. temperature control. The obvious disadvantages inherent in this system were entirely overcome by the introduction of the thermo-controlled shutter system, the one fault here being the tendency of the shutters to jam, as a result of the entry of flying stones into the operating mechanism. That trouble was, for all practical purposes, eliminated by the designer, principally by due attention to the form of shutter-pivot anchorage. These shutters, incidentally, were balanced, so as to counteract the effect of wind pressure at high road speeds.

In earlier 6½-litre engine design, the crankshaft torsional damper was of the metal plate, multi-disc type and was lubricated from the engine. In view, however, of the difficulty experienced in maintaining the correct damper-loading, this type was superseded by the "Mintex" version, so called since its drive-plates were made from the well-known frictional linings bearing that name. These maintained constant loading and required a minimum of attention. Together with this modification, the dynamo drive from the crankshaft, complete with its mounting, were redesigned in the light of racing experience, gained the previous year.

This drive, coupled to a Smith constant-current dynamo, provided a source of power-generation which ultimately proved not only completely reliable, but fully capable of withstanding the duties imposed upon it.

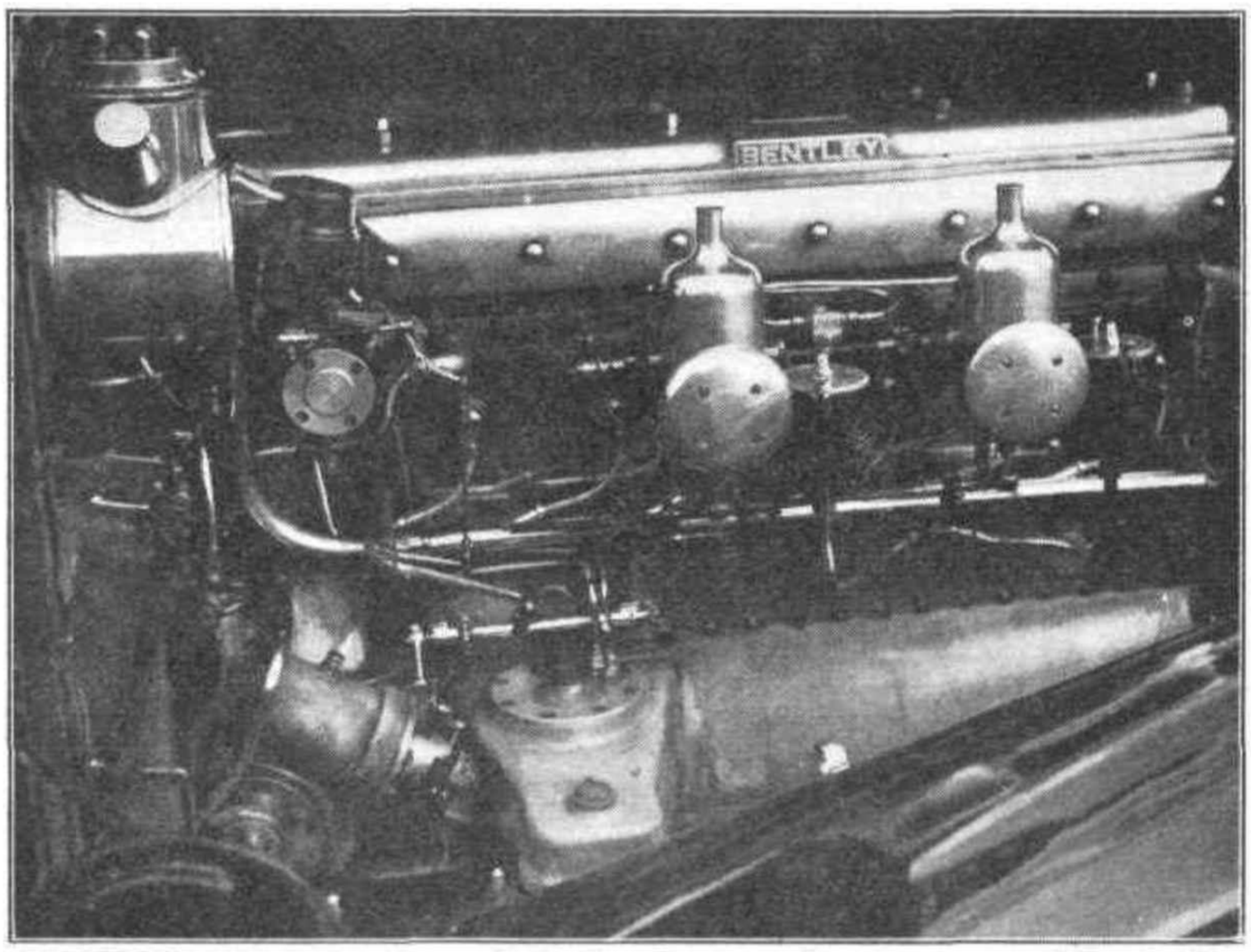
The road speed of the standard, saloon-bodied chassis, using a 3.53-to-1 rear axle ratio and 7 in. by 21 in. tyres, was 104 m.p.h. at 3,500 r.p.m., and, in truth, these chassis could rightly have been dubbed "The 100-m.p.h. 8-litre chassis." Considering that one hundred of these superb motor cars ultimately reached the hands of the motoring public and that it is quite usual to expect certain alterations to design in the first few machines delivered, the number of actual modifications was exceedingly small and these were relatively unimportant, apart from the introduction, at engine number YR 5099, of the strengthened electron crankcase. This modification was introduced to eliminate the tendency for "creep fracture" generation in the crankcase cylinder-foot face. The percentage of these "creep fracture" developments was extremely low and has received more publicity than the fault actually deserved. The strengthening took the form of extra internal ribbing in the affected region. Of interest to enthusiasts is the fact that the front axle beds on the earlier models were machined on the spring-palms at 90 deg. to the pivot-pin centre line, the requisite castor-angle being obtained by appropriate packing between axle and spring. On the later models, the 3-deg. castor-angle (or pivot-lean) was machined into the spring-palms. This point should be carefully checked in the event of an axle change, in order to avoid steering complications. A further point is the correct assembly of the rear joint of the steering drag-link. This joint is permitted 0.010 in. to 0.015 in. end-float, under the pressure exerted by the loading springs. This reduces the tendency for road shocks being transmitted to the steering-wheel *via* the worm segment and worm. Backlash in the latter assembly should be reduced to the absolute minimum by means of the adjustment provided.

The rear hydraulic shock-dampers were the most efficient of their type available at that period and, apart from their robust nature, provision was made for both internal and external adjustment to suit all conditions.

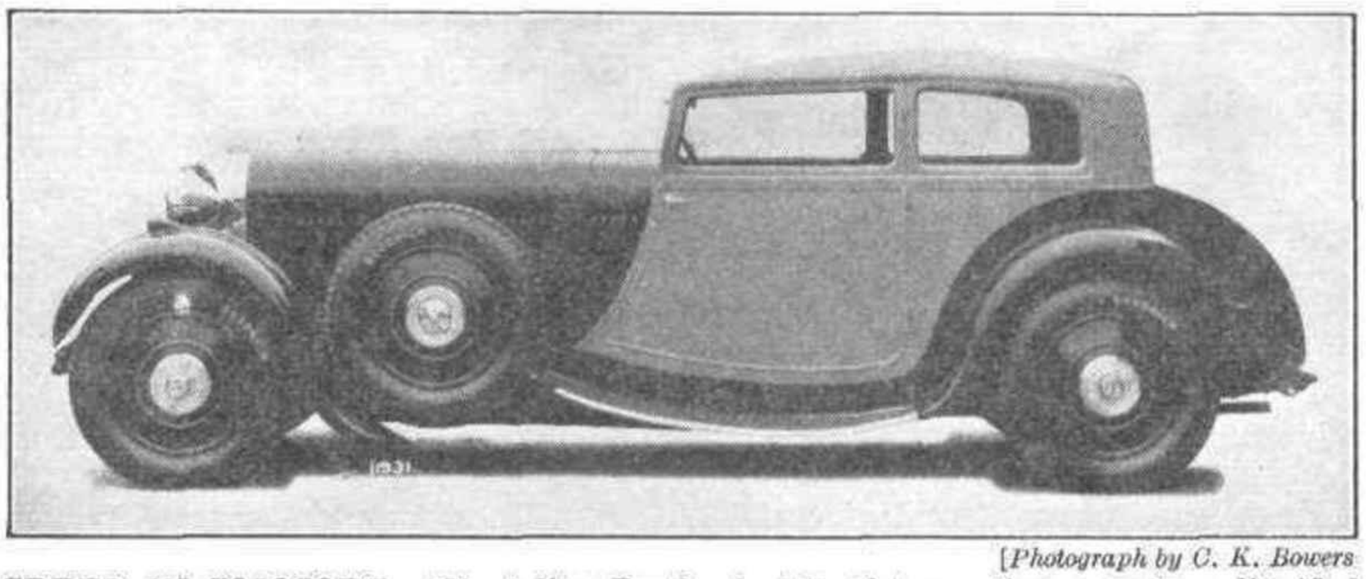


[*Photograph by C. K. Bowers*

8-LITRE GEARBOX.—This excellent photograph shows the gearbox of the 8-litre Bentley, with its unique barrel-shape casing joined along top and bottom. The same box, incidentally, was used in the 4-litre car.



CARBURETTER SIDE of a standard 8-litre Bentley engine, showing two S.U.s, ignition distributor, autovac, and the beautiful camshaft cover, etc. Note that the carburetters are on the opposite side to those of a 6½-litre.



[Photograph by C. K. Bowers

SPEED IN COMFORT.—The 8-litre Bentley lent itself to sporting as well as dignified closed bodywork. Here is a Gurney Nutting close-coupled saloon in black and beige with beige hide upholstery. The price? £2,625—and there was no purchase tax, in those conservative days!

The recommended maximum engine revolutions per minute on indirect gears are as given below :—

3.533 *ratio :*
- 3rd speed : 3,500 r.p.m. = 77 m.p.h.
- 2nd speed : 3,000 r.p.m. = 49.5 m.p.h.
- 1st speed : 3,000 r.p.m. = 27.34 m.p.h.

3.785 *ratio :*
- 3rd speed : 3,500 r.p.m. = 72 m.p.h.
- 2nd speed : 3,000 r.p.m. = 46.2 m.p.h.
- 1st speed : 3,000 r.p.m. = 25.5 m.p.h.

4.071 *ratio :*
- 3rd speed : 3,500 r.p.m. = 67 m.p.h.
- 2nd speed : 3,000 r.p.m. = 43 m.p.h.
- 1st speed : 3,000 r.p.m. = 23.7 m.p.h.

Enthusiasts should note that the following components are fabricated from the magnesium alloy "Electron" in place of the aluminium alloys previously standardised.

Engine :
Camshaft casing, top and side covers, bearing caps, drive bearing caps, crankcase, bearing caps, oil pump body, sump, dynamo drive housing.

Gearbox :
Casing and cover.

Steering :
Casing, covers and top bearing.

Rear axle :
Rear cover and filler casting.

Frame :
Dashboard.

Finally, one can only conclude this short story of the 8-litre by saying that, if the development of this chassis had proceeded normally and according to accepted Bentley practice, its record, both in the field of international sport and national motoring would have easily surpassed the brilliant records of all its predecessors.

As with its smaller brothers, perhaps the best testimonial to the design and manufacture of the 8-litre is the large number of cars still in every-day use. One-third of the total production is in the hands of club members alone, and a list of some 40 cars and the latest information as to their whereabouts is set out below :—

Chassis No.	*Reg. No.*	
YF 5001	GK 672	*
YF 5002	GK 706	O. A. Batten.
YF 5004	GK 8447	*
YF 5006	GN 199	*
YF 5010	GO 4010	J. B. Hilton/C. Ree.
YF 5011	JK 2	H. E. F. Parkinson.
YF 5013	GT 8778	*
YF 5015	?	D. Cameron Peck (U.S.A.)
YF 5018	GN 5182	Major W. T. Pitt.
YF 5019	GO 1567	K. J. G. Reimers.
YF 5021	JN 1333	D. G. Bird.
YF 5023	GP 31	R. E. Carr.
YF 5024	MG 4200	H. L. Wolfe.
YM 5027	GY 7850	R. H. Markes.
YM 5029	GI 8777	S. H. Richardson.
YM 5032	GN 4110	*
YM 5033	GX 6162	R. Dutt.
YM 5036	GX 2338	*
YM 5037	GP 8271	A. A. Stuart Marshall.
YM 5039	WD 4499	(In Canada).
YM 5040	CD 7679	C. R. Townsend.
YM 5042	KJ 3154	J. Ellis.
YM 5045	GX 2423	(Now fitted with Diesel engine by Leyland Motors).
YM 5047	GY 6838	G. Courtney.
YM 5050	UL 7	O. H. Goodwin.
YR 5085	?	G. Rivas (Mexico).
YR 5087	GP 5	M. C. Crowley-Milling.
YR 5088	SM 8794	R. A. Henderson.
YR 5093	DV 9354	C. M. P. Burgess.
YR 5095	GP 401	R. C. Presland.
YR 5097	—	Dismantled.
YX 5112	GP 8441	A. E. Waller.
YX 5117	GY 88	P. H. Bell
YX 5118	GX 6815	J. C. Badcock.
YX 5120	—	Dismantled.
YX 5121	GW 2926	F. Lycett.
YX 5122	DS 2270	J. E. Foden.
YX 5123	GW 1559	G. Ratcliffe.
YX 5124	GX 8867	C. R. Townshend.
YX 5125	Unregistered	Is now in a London garage (not having run under its own power) and is in the same state as when it left the works nearly twenty years ago.
?	JNE 901	G. D. A. Price.
?	?	Briggs Cunningham (U.S.A.)
?	MH 1030	Major Stewart (possibly first experimental 8-litre).

* *Known to be in existence since the war, but present owner and whereabouts unknown.*

We can only therefore, in conclusion, state that this country in general and the motoring world in particular, were the losers by its untimely passing in those by now far away days.

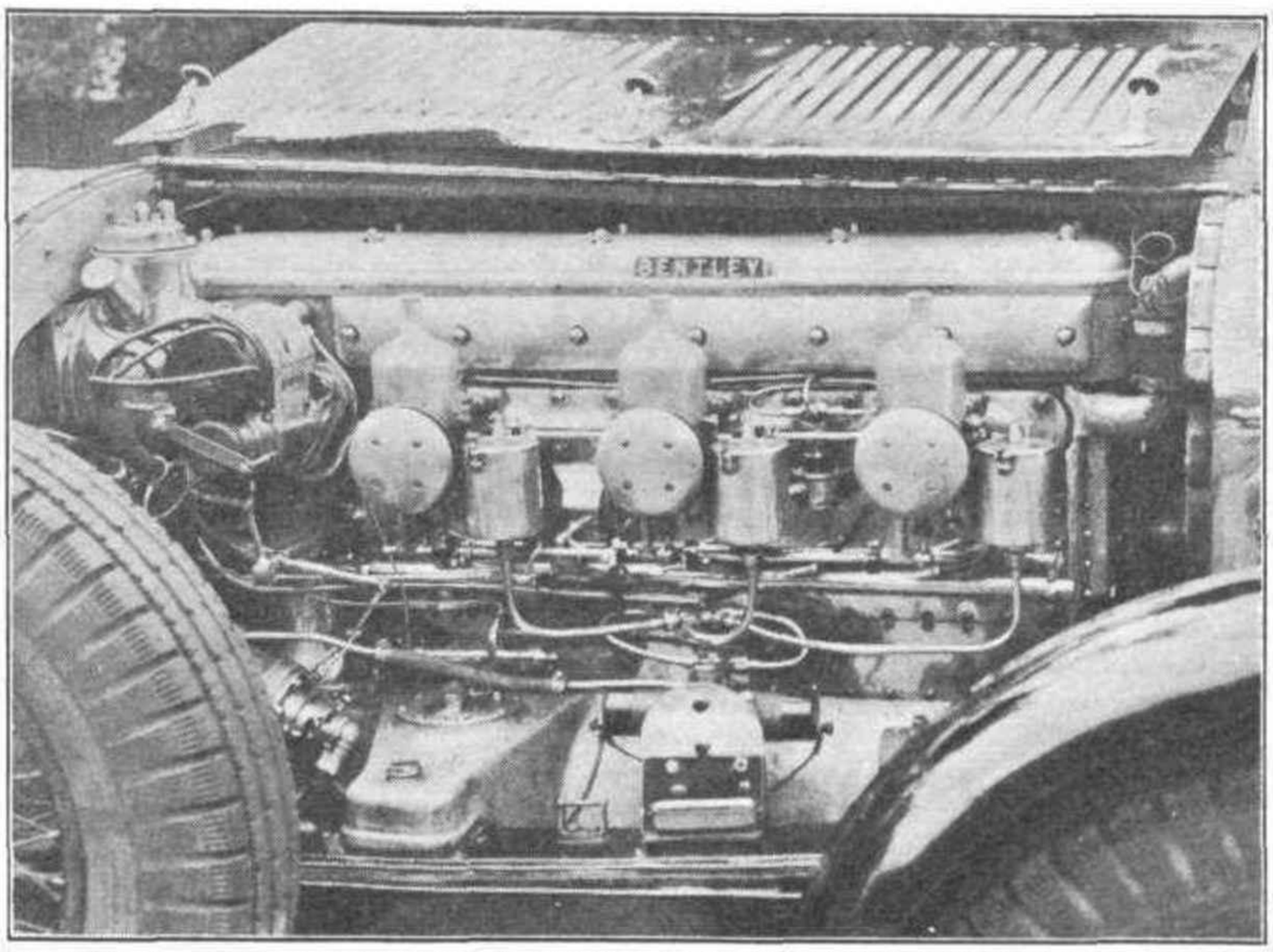
No article on the 8-litre Bentley would be complete without reference to Forrest Lycett's famous car. Most readers know something about this car and it is hoped that a complete history of its development and performance will form the subject of a separate article at a later date. Another car which is of interest is the ex-Barnato-Hassan, now owned by Gerry Crozier, and we add the following notes thereon :

THE BARNATO-HASSAN

Though this famous Outer Circuit car first appeared in the 1934 500-Mile Race at Brooklands, then propelled by the old 1929 "Le Mans" 6½-litre engine, it is in its 8-litre guise, as it was raced the following year, that our interest lies.

As prepared by Walter Hassan, and driven by Oliver Bertram to take the lap record at Brooklands August meeting 1935, at 142.6 m.p.h., it had the same specially designed frame and 8-litre Bentley engine as now used in its present road form.

When last raced as a Track car in 1938 it had special tubular connecting-rods, as



SPECIAL.—The beautiful engine of Oliver Goodwin's 8-litre Bentley, which has been attended to by McKenzie, with obviously beneficial results.

employed now, and Martlet pistons giving an 8.7-to-1 compression ratio. Three S.U. carburetters were employed and a slide-type throttle, which for her present road work has been discarded in favour of the normal Bentley method of operation.

The cylinder head and ports were polished, and a second Bosch magneto replaced the coil half of the ignition system. The engine sump was supplemented by an additional container underneath with two extra gallons.

In this form it scaled, with its single-seater body, without fuel, 29 cwt., compared with 32½ cwt. in its present-day two-seater (almost) road-equipped state.

Some of the main modifications carried out by Ian Metcalfe during 1947/8 were the decentralising of the steering wheel, to accommodate the specially made two-seater body; the fitting of front brakes made up to Lockheed patterns; the additions of a C.A.V. starter motor and an 8-litre Bentley flywheel to provide the teeth; a standard Bentley dynamo; and headlamps which once graced the 1928 Birkin "Le Mans" car (these have since been replaced by smaller ones and, we hear, are due to reappear on its "half-brother"—the ex-Pacey-Hassan.

New pistons were made to the original Hassan pattern and the fitting of a 4-mm. compression plate reduced the compression ratio to 6.7-to-1.

A Tecalemit filter was incorporated in the fuel line from the new 52-gallon rear petrol tank, and a spare wheel slung in the rounded tail immediately behind.

At the other end the propeller-driven compressor mounted in front of the radiator, and behind the grille, was retained—a useful legacy from the Track period—thus keeping the three thirsty S.U.s well supplied with the essential fluid.

The above-mentioned grille, after coming in for a fair amount of criticism, has now been remodelled.

Its racing history is as follows:—

1935		
Class B Brooklands Lap Record	142.6 m.p.h.	
All-Comers' Lap Record (Brooklands)	142.6 m.p.h.	
1936		
Gold Star Handicap ...		Retired
1937		
Second October Short Handicap	137.58 m.p.h.	3rd
Second October Long Handicap	120.25 m.p.h.	1st
1938		
First August Long Handicap	131.74 m.p.h.	2nd
Second August Long Handicap	131.96 m.p.h.	2nd
Dunlop Jubilee Lap Race ...	134.95 m.p.h.	4th
First October Long Handicap	131.49 m.p.h.	Unplaced
Second October Long Handicap	132.27 m.p.h.	Unplaced
Brooklands Trophy Race of the B.R.D.C.	133.58 m.p.h.	3rd

The third lap in the 1938 Dunlop Jubilee Cup Race is recorded at 143.11 m.p.h., though this was never officially recognised as the Class B lap record, which it still holds at 142.6 m.p.h.

It was authoritatively stated at the time that its non-appearance in 1939 was due to the impossible handicap applied to the car, which, in spite of its phenomenal lap speeds, precluded it being placed. And another thing—each race used up a set of tyres which cost not less than £40!

NEW EXIDE CATALOGUE

Notable in a new edition of the Exide car and motor-cycle battery catalogue, just published by The Chloride Electrical Storage Company Ltd., of Clifton Junction, near Manchester, is the re-appearance after eight years of the well-known Exide "Double-Life" battery.

This battery, which carries with it an unconditional two year guarantee, is an improvement on the remarkable version which motorists knew so well before the war—the performance at high discharge rates for starting duties, for example, is definitely superior. Details of the battery's construction and the provisions of the guarantee are set out in the catalogue.

Another new feature is the introduction of a revised and more convenient series of battery type references. This will lead to a greater degree of standardisation and a simplified identification of the various battery layouts.

The catalogue contains a list of the Exide batteries best suited to most makes of car, light commercial vehicle, three-wheeler, and motor-cycle, together with their detailed specification.

To ensure that motorists derive the best possible service from their Exide battery, a list of "Points Worth Noting" is also included. This deals with such matters as acid level, the treatment of idle batteries, variations in specific gravity and the explanation of this, exhausted batteries, treatment to be adopted following accidents with sulphuric acid and so on.

ANOTHER RETIREMENT

We are informed that R. Antony Jackson has resigned his position as Home and Export Sales Manager of the Aston-Martin and Lagonda companies.

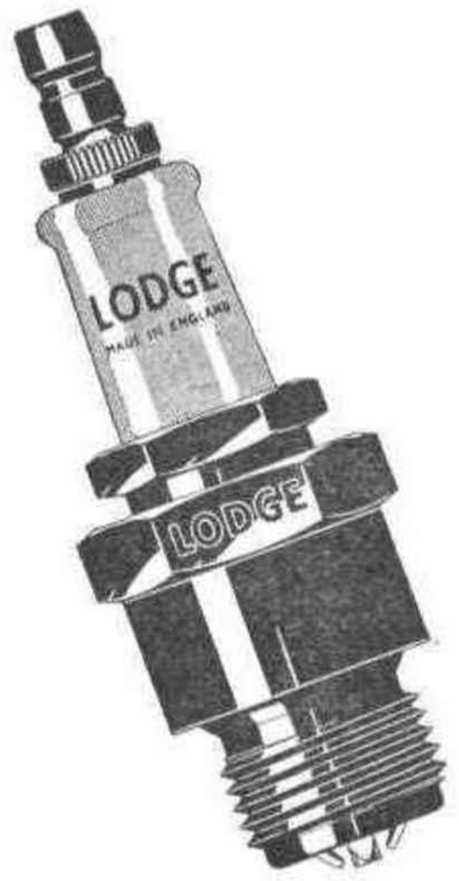
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ALBI GRAND PRIX
LAUSANNE GRAND PRIX
SAN REMO GRAND PRIX
BRITISH EMPIRE TROPHY
JERSEY ROAD RACE
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SIDESLIPS

by

"BALADEUR"

IN an earlier article in this series, I made some attempt to sketch the course of the nineteenth-century controversy with regard to the relative merits of the vertical and horizontal engine, and I had just reached the point, in the early years of this century, at which Levassor and his successors, the exponents of the vertical engine, were receiving the unconditional surrender of the originally far more numerous horizontal party, when I most improvidently ran out of space. Panhard et Levassor, in fact, had by then succeeded in standing practically everyone else's engine upright; but we are far from having reached the climax of the story, where we find their "Dyna" model in the forefront of a movement to knock everyone else's engine flat again. "Baladeur," as Racine nearly said, "let's get on to the Flood."

England made a somewhat belated appearance in the world of motoring, at least as far as racing was concerned, but when, in 1900, the 16-h.p. Napier was entered for the Paris–Toulouse–Paris race, the design of the car was seen to follow the Panhard et Levassor system as closely as did that of the victorious Mors. Indeed, French commentators, in their rather patronising way, declared that Messrs. Napier and Edge had "very wisely" taken a good look at what went on in the Panhard works in order to see how a car should be built, before they tried to build one themselves.

At about the same time, however, the old-established Wolseley Sheep Shearing Co. was also thinking of building motor cars, to the design of a Mr. Herbert Austin; and Austin, apparently, was very little inclined, when considering how a car should be laid out, to take anybody else's word for it. At any rate, he started with a 5-h.p. single-cylinder and a 10-h.p. double-cylinder horizontal engine, placed at the front of the car, with the heads, or "breeches" as they were usually called at that time, facing forwards, somewhat in the Amédée Bollée style. But, decently abhoring belts, he drove from one end of the crankshaft to the countershaft and gearbox amidships by a Renolds silent chain, and then from the differential shaft by side chains. In these moderate powers, at any rate, his design was voted a great success.

Austin, however, was ambitious; having added, during 1901, a 7½-h.p. to his range, which he might have had the foresight to call a "Seven," he proceeded to the design of a much more powerful car. The 5-h.p. and the 10-h.p. used the same cylinder dimensions, 4½ by 5 in., and he now decided on a four-cylinder edition, called the 20-h.p. This still had cylinders of the same size, but now there were four of them; in spite of which the engine remained horizontal. Presumably, however, Austin encountered the usual breadth difficulty when designing a multi-cylinder engine with the axis of its crankshaft across the chassis, and two of the cylinders were therefore arranged with their heads facing forwards, two with their heads facing the rear. Thus, in England at any rate, the flat-four was born. Moreover, in order conveniently to accommodate the increased power, a clutch was placed at either end of the crankshaft, and from each clutch a silent chain drove to the countershaft, while the gear-change seems to have incorporated an early synchromesh device, which, however, was perhaps only a clutch-stop, and the working of which is in any case obscure to me.

So pleased was Austin with the success of his powerful car that he persuaded the Automobile Club of Great Britain and Ireland to enter a team of three cars on his behalf for the third Gordon Bennett race to be run in 1902. For this event, however, he realised that something even more powerful would be required, and two of the cars therefore consisted of enlarged editions of the 20-h.p., called the 30-h.p., and having engine dimensions of 5 by 5 in. It was the third car, however, that was the most interesting of the three. Austin, apparently, was not particularly enamoured of the flat four arrangement, and yet four cylinders seemed to be rather too many to be placed comfortably side by side across the car. The 45-h.p. racer, therefore, had three cylinders, arranged as in the 10-h.p. two-cylinder, the dimensions in this case being 6 by 6 in. Its designer, too, was impressed by the possibilities of a low centre of gravity offered him by the horizontal engine, and in order to make the most of it, he underslung the frame below the axles, so that hardly any part of the car was above the top of the wheels. The reduction in frontal area, however, was rather spoilt by the fact of the driver sitting well up, in true 1902 style, behind an almost vertical steering column.

But alas! Fortune did not smile on the Wolseley racing début. The 45-h.p. could not be got ready in time, which was a fortunate circumstance for Napier, as the vacated place in the British team was taken over by S. F. Edge, who, as is well known, made use of the opportunity to win the Gordon Bennett Trophy. This left only the two 30-h.p. cars, one of which, driven by Callan, "heated its crank bearings" on the road from Boulogne to Paris, with the result that its driver decided to abandon the contest. "This decision," says Austin, "was unfortunate . . . as, had he persevered, he would no doubt have got through all right. The car was run back by road to England the next day, and gave no trouble whatever."

The second car, driven by Montagu Graham White, with Austin acting as mechanic, went out to the start at Champigny of the Paris–Vienna race, with which the Gordon Bennett contest over the section Paris–Innsbrück was that year combined. But just as it was taking its place in the line of competitors the engine stopped, and its designer was "much disappointed" to find that the crankshaft was broken. The trouble, it appeared, was with the coil, which, like every other part of the car, had, under the Gordon Bennett rules, to be of British manufacture; and apparently at that time, as Edge also found during the course of the race, we were incapable of making a coil that was reliable at high speeds. With his, Austin had caught "three of the tremblers working at once," and the crankshaft had finally become utterly disaffected in consequence.

Nothing daunted, Austin sent back to Paris for the spare, which he then proceeded to fit; but instead of starting at half past three in the morning of June 26th, they did not get off until four o'clock in the afternoon. By that time all the controls were closed—de Knyff on the leading Panhard had arrived at Belfort, the end of the first day's stage, by about 8 a.m.—but Graham White and Austin kept going until they reached Chaumont. They were still over a hundred miles from Belfort, but it was now getting dark, and as the crew had had nothing to eat since the previous evening, they decided to stop and have dinner. After that, feeling rather better, they drove on in the dark to Belfort, up to which point their "net racing time" was declared to be 17 hours 53 minutes, compared with de Knyff's 4 hours 18 minutes 30.4 seconds.

They arrived at Belfort, which Austin describes as an "evil-smelling town," at twenty past three on the morning of June 27th, just as the other cars were getting ready to start on the stage across Switzerland, where no racing was allowed. After spending a couple of hours searching for their lubricating oil, the Wolseley crew, therefore, went straight on, and successfully accomplished the day's run to Bregenz, where, not unnaturally after all their labours, they "unfortunately overslept themselves." They were two hours late in starting on the third day in consequence, but they climbed the Arlberg in fine style, and then, "just after leaving Landeck . . . the motor commenced to pound terribly," with the result that the confounded coil broke the crankshaft again. The first Wolseley racing effort had come to an end.

The breakdown of all the other competitors allowed S. F. Edge, as already mentioned, to win the Gordon Bennett Trophy, and posterity has not been allowed to forget the fact. As either Mr. A. S. Heal or Mr. Kent Karslake, the joint authors of an article on the 1908 Grand Prix Austin, remarked in the number of MOTOR SPORT for December, 1948: "Austin's Wolseley racing cars seldom receive the credit that is due to them. Their performance in the Gordon Bennett races has, unfortunately, been largely overshadowed by the glamour built up around the achievements of S. F. Edge's Napiers. Edge was a publicist, who could not resist the limelight, whereas Austin was an engineer who was too much absorbed in his motor cars to bother much about publicity." As a matter of fact, after 1902 none of the English entries ever looked like winning a Gordon Bennett race, except for one moment in 1904, and it is clear that during the next few years we were incapable of building racing cars of the calibre attained by Continental factories. But it is interesting, from the point of view of the horizontal engine, to compare the performances of the English Napiers, built

on Panhard lines, with the English Wolseleys, built on Austin lines.

As a matter of fact the next year, 1903, is something of a blank as far as this is concerned. Two of the 45-h.p. Wolseleys started in Paris–Madrid, together with two 50-h.p. cars, which were enlarged editions of the 30-h.p. machines of 1902, having flat-four engines, with the bore and stroke increased to 6 by 6 in.; but none of them got as far as Bordeaux, and the single Napier that started was equally unsuccessful. For some reason the Wolseleys were not even entered for the Eliminating Trials for the English Gordon Bennett team, and none, therefore, appeared in the race. Instead, the horizontal engine school was represented by Mr. Winton, of Cleveland, Ohio, with two cars said to be " constructed upon purely American lines." In these the cylinders were arranged horizontally and side by side across the car, with their heads on the right-hand side of it and the longitudinal crankshaft on the left. One car had four cylinders and two speeds, the other eight cylinders and one speed, and the engine dimensions in both cases were believed to be 5 by 6 in., but even Owen, Winton's second driver, was apparently not allowed to know. At any rate the cars were last and last but one, respectively, all the time that they were running, and neither finished the race, so that they may be considered more as curiosities than as serious contestants for racing honours.

In 1904, however, Wolseley presented three cars for the English Eliminating Trials in the Isle of Man, of which one, the 72-h.p. driven by Sidney Girling, was an enlarged edition of the 50-h.p. of 1903, with the bore still 6 in., and the stroke increased to 6½ in., so that the capacity was 735 cubic inches. The other two cars, driven by Charles Jarrott and Campbell Muir, however, were of an entirely new type, called the 96-h.p., in which, for the first time, Austin had succeeded in arranging four horizontal cylinders side by side, with their heads facing forwards, as in the earlier one-, two-, and three-cylinder cars. These were, moreover, pretty big cylinders, as the dimensions were the same as in the 72-h.p. engine, while crankshaft speed had been pushed up to 1,300 r.p.m. The 72-h.p. still had a flat exposed radiator, but in the 96-h.p. this was covered by a sort of shield, somewhat resembling the toecap of a very pointed shoe, and this model was destined to become famous as the Wolseley " Beetle."

No fewer than five Napiers, all built on familiar " Panhard " lines, but having engines of various sizes, were entered for the trials, but the only one that was successful was that driven by S. F. Edge. This car, although only admitting to 80 h.p., actually had a rather larger engine than the Wolseleys, the dimensions being 6½ by 6 in., and the capacity, therefore, 796 cubic inches.

The trials, for some reason best known to the club, did not include a race but consisted of a sort of high-speed trial, followed by a hill-climb and a speed trial over a flying kilometre marked out on a most unsuitable stretch of the promenade at Douglas. In the course of this exercise, the Napier appeared to be rather faster than any of the Wolseleys, while, rather remarkably, among the latter, the 72-h.p. seemed to be faster than the 96-h.p. cars, with the result that the places in the English team were allotted to Edge, Girling and Jarrott, in that order. Moreover, this impression was confirmed in the race itself, over the Taunus course in Germany. There were altogether 17 starters, and at the end of the first 80-mile lap, Edge appeared in third place, behind Théry, the eventual winner, on the Richard-Brasier, and Jenatzy, the last year's winner, on the Mercédès; and Edge was followed by Girling and Jarrott on the Wolseleys, which had beaten all the rest of the French, German, Austrian, Belgian and Italian cars. The English team, in fact was at this point in an extremely strong position, and, moreover, the horizontal engine was giving a better account of itself than it had since the disappearance of the Amédée Bollée in the Nineteenth Century.

On the second lap, Edge had tyre trouble and fell right back, so that Girling went up into third place; but Jarrott started a series of troubles, which included a broken driving chain, a stuck governor, as a result of which he smashed his third speed, a leaky radiator and a defective coil. In spite of all this he finished the race, even if he was last by a small margin. On the third lap Girling also had trouble with dirt in his petrol system, and eventually finished ninth; but as the Napier had major trouble on the last lap and did not finish at all, the Wolseley performance was obviously the better among the English entries.

The next year the two 96-h.p. Wolseleys were again entered for the English Eliminating Trials, which were again held in the Isle of Man, but which this time did take the form of a race. What, however, must have looked significant to the observant was the fact that they were accompanied by a 100-h.p. car, built by the Wolseley company for the Siddeley company, and having a four-cylinder vertical engine. This, it must be remembered, was the era of the large bore, and the Wolseley-Siddeley engine had a bore of no less than 7⅛ in., which, with a stroke of 6 in., gave a capacity of 957 cubic inches. Perhaps even Austin despaired of arranging four 7⅛-in. cylinders side by side across the chassis.

Three 80-h.p. Napiers were entered for the trials, as well as a fourth car which thus early boasted a Napier speciality—a six-cylinder engine, and a large one at that, the bore and stroke being 6¼ by 5 in. and the capacity 921 cubic inches. In the race this car proved itself the fastest of the lot, while the best of the 80-h.p. Napiers and the Wolseley-Siddeley were faster than the Wolseleys. They were not, however, so reliable, and the only three finishers proved to be Earp on an 80-h.p. Napier, Bianchi, until recently Jarrott's mechanic, and Rolls on the Wolseleys. Nevertheless, in the Gordon Bennett event itself, Earp drove the six-cylinder Napier and while this time none of the English cars figured at all prominently in the competition, they all three finished, Rolls being eighth, Earp ninth and Bianchi eleventh.

Once again, therefore, the horizontal engine, as presented by Wolseley, had done at least as well as the vertical engine as presented by Napier; but the Continental cars were now streets ahead of both of them. Perhaps the Wolseley-Siddeley was a portent that showed which way Austin's mind was working. At any rate, when in 1908 he returned to racing with his own cars for the Grand Prix, they had vertical engines; unfortunately by this time he had taken a leaf out of the Napier book and given them six cylinders as well, with the result that they were about as unsuitable for their purpose as, for some reason, six-cylinder racing cars usually are.

The horizontal engine lingered on in touring cars for some time, particularly in England, but in racing it appeared to be as dead as the dodo. The Wolseley " Beetle " had had a most satisfactory low centre of gravity, but I believe that the flywheel rotating in the same sense as the road wheels produced the most extraordinary gyroscopic effects and a marked tendency towards under-steer. Perhaps it was for this reason that even the Coupe de l'Auto produced nothing, so far as I can recall, in the way of a horizontal engine. It might well have been expected to, as horizontality suits a single-cylinder engine better than most, and when that cylinder has a stroke of anything up to a foot, there is an obvious inducement to lie it on its side. On the other hand, the war of 1914-18 gave a fillip to the flat-twin engine, of which the outstanding example was the A.B.C.; and quite a crop of horizontal engines have appeared since the end of the last war, a fact which set going, for better or worse, my whole train of thought on the subject. Indeed, the more speculative French motor papers are currently apt to titillate their readers' curiosity with reports of racing engines constructed, as they are pleased to put it, "*en flat-twelwe*," and conservative English ones hint darkly at flat-sixteens. I shall believe in these, I suppose, when I see them; which reminds me that one of these days I must really try an article on Racing Cars Which Never Appeared.

P.S. For the benefit of those of my readers who have nice minds, I should perhaps explain that 1 inch equals 25.39954113 millimetres, approx.

WITHOUT COMMENT

Petrol rationing has been withdrawn in France and in Australia. Earl Howe, speaking at the Jubilee Dinner of the C.S.M.A., which has a membership of 30,000, said that in as many as ten countries abroad there is no rationing of petrol. Some of these were nations defeated in the last war. We won the war, but our rationing is blamed on shortage of dollars (which did not seem so serious as at first thought), shortage of tankers (but there are now plenty from Norway), lack of storage space and lack of refineries.

THE MONTE CARLO ROAD

by

"BALADEUR"

ALTHOUGH the Monte Carlo Rally is not one of the oldest of motoring competitions, the road to Monte Carlo has for a very long time exercised a peculiar fascination over the minds of sporting motorists, particularly in this country. It was Charles Jarrott, apparently, who started the whole thing. Jarrott was one of the few Englishmen who drove with real distinction in the days of the town-to-town races, and, although he continued racing for a time in the later Gordon Bennett contests, he really thought that proper motor racing had come to an end when the Paris–Madrid race was stopped at Bordeaux. After that, it took something like the St. Petersburg–Moscow race of 1907 to tempt him out of his retirement.

In the meantime, if no one would organise a race for him across France, there was something to be said for trying to put up a record, even if it was only an unofficial one. Thus it was that on April 7th, 1906, the *Autocar* announced that "We understand that Mr. Charles Jarrott will this week-end make rather an ambitious experiment in respect of a long-distance drive. He purposes to run down to Monte Carlo in forty-eight hours. This will mean an average speed of something like twenty miles an hour throughout, including the Channel passage and getting through the Customs. The route to be followed would be *via* Abbeville, Beauvais, Pontoise, Paris, Dijon, Lyons, Orange, Avignon, Cannes and Nice to Monte Carlo . . . The roads are reported to be in very bad condition . . ."

As a matter of fact, he did not touch Paris, which perhaps was understandable, but instead went from Pontoise to Versailles and thence cut across all the roads leading out of the capital to the south, until he could take the one which leads to Melun. So far, so good; but it is the route after Melun taken by Jarrott and his successors on this enterprise which is at first sight so puzzling. From Melun to Lyons there are two well-established rival routes, one of them involving getting on to N 7 at Fontainebleau and following it by Nevers and Moulins to Lyons, which by this way is 430 kms. from Melun. This is the road I have most often taken when going south, but smarter people nowadays prefer to follow N 5 to Sens, and thence N 6 by Auxerre and Mâcon, by which means they reach Lyons in 423 kms. Their object is not to save 7 kms., but they say that N 6 is the faster road, a proposition which I still think is arguable. In any case, Jarrott, instead of making for Auxerre when he got to Sens, carried on along N 5 by Tonnerre and Montbard, all the way to Dijon, and thence went by Beaune to pick up N 6 at Chagny, by which manoeuvre he increased the distance from Melun to Lyons to 462 kms.

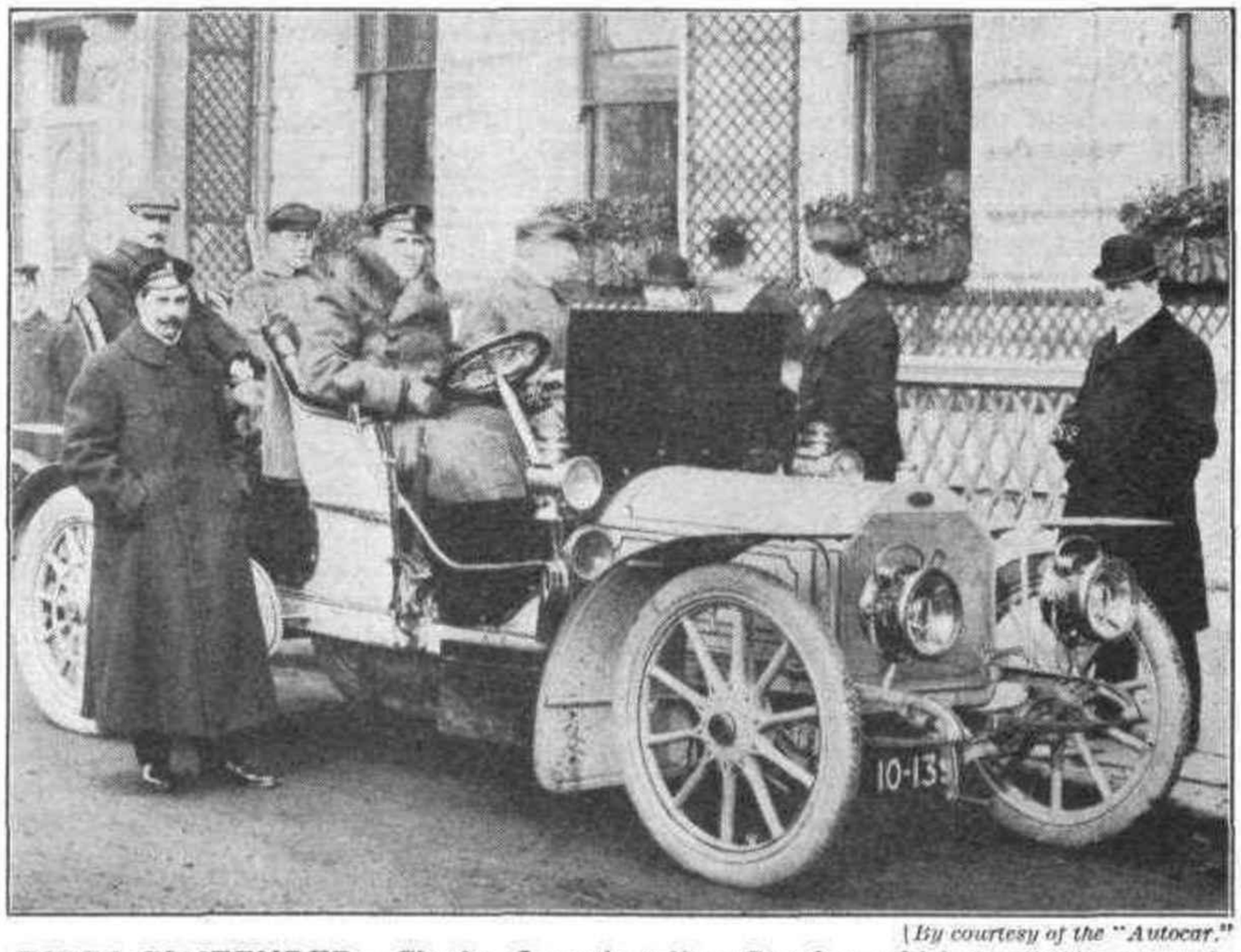
Nowadays, this is not only a longer, but also a very much slower road. The Baron Pierre de Crawhez, who prepared his *Grands Itinéraires* before Jarrott's journey, recommends the road by Auxerre and Mâcon, which, he says, is an "excellent road and the most favourable for the south." Major Stevens, in his *Motor Routes* of 1908, also recommends this as the best route to Lyons, calling it an "excellent road almost throughout its entire length," although, admittedly, both the Major and the Baron remark on the numerous hills between Saulieu and Châlon. But I do not think that it was the hills that frightened Jarrott and his successors on the Monte Carlo road. The curse of N 6 is the railway, which sticks to it like a leech, and, in this hilly country, winds continuously, crossing the road whenever it feels inclined, usually by means of a level-crossing. Now the time-table of the Channel steamers dictated that on a non-stop run to Monte Carlo, this section of Central France had to be covered at night; and at night in 1906, level-crossing keepers had a habit of lowering their barriers across the road, padlocking them and going off to bed. With the result that the unfortunate road traveller had to go all the way round by Dijon to avoid their obstructions.

In any case, Charles Jarrott duly set off from the Automobile Club in Piccadilly on his attempt to get to Monte Carlo in two days. His car was one of the new 40-h.p. Crossleys which had appeared that season, and which was certainly one of the best-looking cars that had yet been turned out in England. Its designer was Mr. J. S. Critchley, but it certainly owed much, at any rate as far as its chassis was concerned, to its connection, chiefly through Jarrott, with the French De Dietrich. Its four-cylinder engine had a bore and stroke of 4¾ by 6 in. (121.65 by 152.4 mm.), with side valves in a T-head and a low-tension magneto. Final drive was by side chains, the wheelbase was 10 ft. 4½ in., and the track 4 ft. 8 in.

There were three passengers besides the driver when the car left London, and seemingly a fifth was added at Boulogne in the shape of a French guide, who was supposed to know the way, but who soon proved that he did not. So there were plenty of people on board, but there were also cold cutlets in aspic, carved chicken, fruit and chocolate, "so of course we did not stop for food at all." That is the worst of this record-making business.

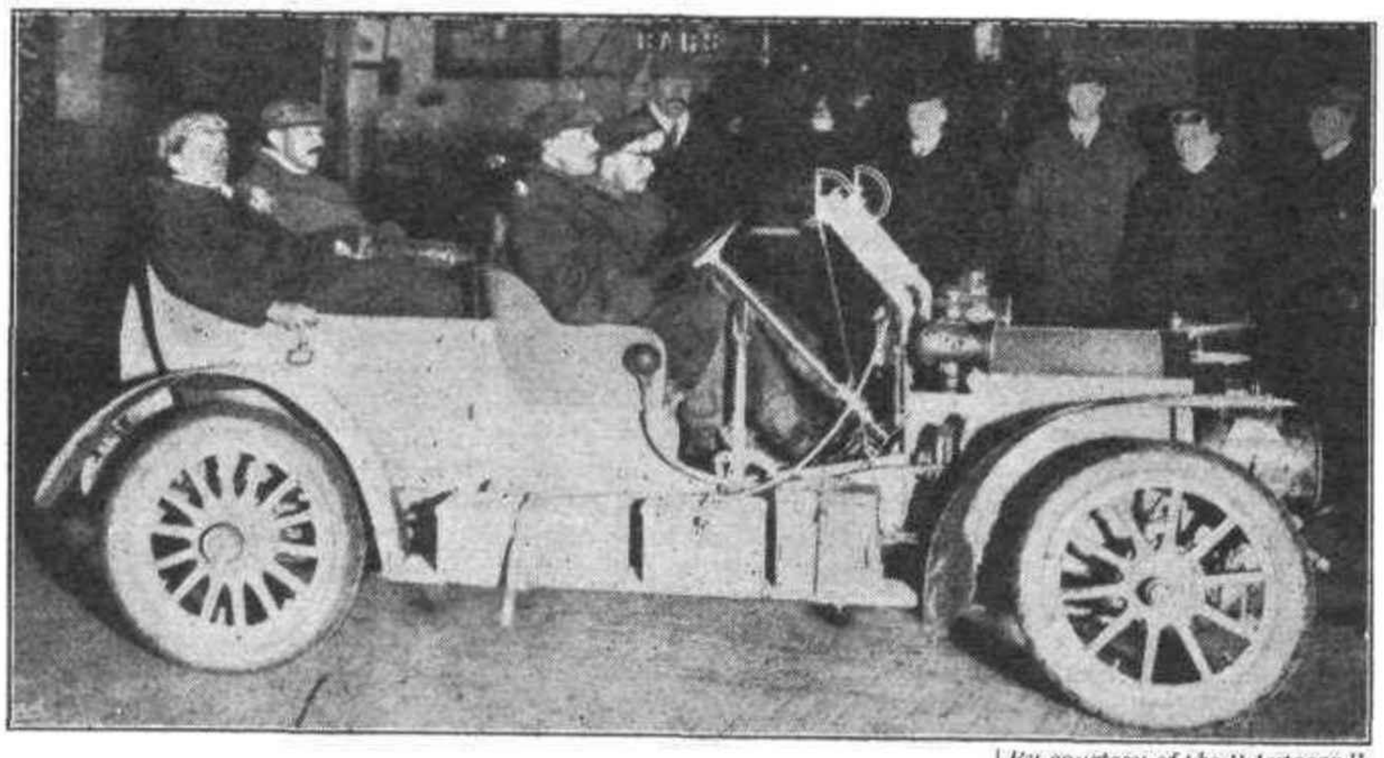
They drove down to Folkestone most respectably, without attempting any high speed, caught the boat comfortably, and at 2 o'clock in the afternoon the car was landed at Boulogne and clear of the Customs. At last they were really away, and they covered the first 84 kms. (I should have said it was nearer 80) to Abbeville in exactly 80 minutes, which gave them an average of close on 40 m.p.h. At Abbeville I take it they struck the *pavé*, for the average for the next 35 kms. dropped below 40 k.p.h., but after Poix the going improved and they did the next 43 kms. into Beauvais in 42 minutes.

So far navigation had been simple, as they were following the main road to Paris, but soon after leaving Beauvais



[By courtesy of the "Autocar."

FIRST CONTENDER.—Charles Jarrott's 7-litre Crossley, which in April, 1906, he drove from London to Monte Carlo in 37½ hours, at an average speed of nearly 25 m.p.h. for the 771 miles from Boulogne to the Principality.



[By courtesy of the "Autocar."

JARROTT'S RIVAL.—The Hon. C. S. Rolls in the 1906 *T.T.* 4,092-*c.c. Rolls-Royce which made Monte Carlo to Boulogne in* 28 *hr.* 14 *min. and got to London in* 37 *hr.* 28.5 *min., also in* 1906.

they had to turn off N 1 and take the road by Méru to Pontoise. This, however, the guide signally failed to do, and instead, according to Jarrott, "took me over miles of the worst *pavé* I have ever driven on and I could not go more than ten miles an hour." It was dark by the time they got to Pontoise at 7 o'clock in the evening and raining hard. The acetylene headlamps gave a lot of trouble, too, and between Pontoise and Versailles the average dropped to about 12 m.p.h.

They plugged on through the darkness and the rain, however, stopping at prearranged points to take on petrol where, in that age of service, people had stayed up all night to hand over the cans to them. They were averaging about 20 miles an hour, which was probably as much as the lamps permitted; and at last, at Dijon, at about 6 o'clock in the morning, came daylight, and, with the dawn, the end of the rain. The roads were not too good, but they did the 190 kms. to Lyons in 4 hours 50 minutes, averaging about 25 m.p.h., and the next 300 kms., over better roads, to Aix-en-Provence, took two minutes under the six hours, which gave an average of about 33 m.p.h.

By the time they reached Fréjus, 118 kms. further on, and 88 from their destination, it was dark again, and "the last piece over the Esterelles was very trying, the twists and turns of the mountain road making it hard work . . ." However, this last obstacle was successfully overcome, and 37½ hours after leaving the Automobile Club in London, the triumphant Crossley party arrived in Monte Carlo.

Jarrott's schedule time of 48 hours, announced before the run started, had certainly been beaten by a handsome margin. Since leaving Boulogne, the Crossley's engine had been running, continuously and without a falter, for over 31½ hours—for 31 hours 35 minutes, to be exact—and in this time the car had covered a calculated distance of 1,242 kms., or 771.2 miles, although Jarrott declared that he had done at least an extra 100 kms. through losing his way. Without making an allowance for that, the average had been 24.2 m.p.h. Jarrott, who had driven the whole way, admitted to feeling tired at the finish, but the car had certainly done splendidly, "it went through like a dream and ran like a racing car," and, what was perhaps in 1906 even more remarkable, the tyres had given no trouble whatsoever.

The *Autocar*, while full of admiration for Jarrott's feat, was a little doubtful as to whether it ought to approve of this sort of thing. "We have no doubt that it will be urged by some critics," admitted our contemporary, "that Englishmen should not use French roads for a scorching ground"; but it comforted itself with the thought that "Englishmen commit no greater speed excesses in France than do Frenchmen themselves in their own country." In any case there was, already at Monte Carlo, another Englishman who had nearly as much experience of these "speed excesses" as had Charles Jarrott. The Hon. C. S. Rolls had indeed been driving cars in races even longer than had Jarrott, who had started his career as a motorcyclist. He had driven his 12-h.p. Panhard in the Paris–Boulogne race of 1899; and in Paris–Berlin of 1901 and Paris–Vienna of 1902, while Jarrott drove Panhards, Rolls drove a 60-h.p. Mors. In Paris–Madrid, on the other hand, Jarrott drove a De Dietrich and Rolls a Panhard. Now the latter was down in the south of France with two of his own Rolls-Royce cars, one of them of the type with which Percy Northey had finished second in the 1905 Tourist Trophy, and the other one of the new model designed for the 1906 race. Northey had been down there too, and the idea had been to drive the two cars back to England together, in order to compare their performances. But for some reason, Northey had had to leave for home earlier, and when Jarrott arrived in Monte Carlo at the end of his record run, Rolls conceived the alternative idea of driving his 1906 T.T. car over the same route in the reverse direction, to see if he could better Jarrott's time.

The Rolls-Royce, being designed for a race with a fuel consumption limit, was a much smaller car than the Crossley, the engine dimensions being 4 by 5 in. (101.6 by 127 mm.), and the capacity 4,092 c.c., against the Crossley's 7,040 c.c., the actual power developed being stated as 22 h.p. at 1,000 r.p.m. It was, however, a delightful-looking, low-built car, and Rolls' confidence in it was by no means misplaced. Wisely he took with him as navigator Mr. H. Massac Buist, who, as a journalist, could be relied on to see that the run did not go unnoticed if it was successful, and who, incidentally, was evidently a much better navigator than Jarrott's French guide. In the tonneau were Mr. Claude Faulkner and a "tyre fitter."

They were started from the Royal Hotel at Monte Carlo by Mr. Harry J. Swindley, of the *Autocar*, at 11.5 a.m. on a Thursday about the middle of May, and set off along the road to Nice, which they found slow on account of the corners and the trams, while Buist considered the passage of the Esterel as difficult as the Auvergne Circuit, over which the Gordon Bennett race had been run the year before. Nevertheless they did pretty well, and at 3.20 p.m. they were at Aix-en-Provence, having done the first 206 kms. in 4¼ hours, and averaged 30 m.p.h. They were now on the flatter road in the Rhone valley, but they found it very bumpy, with bad *caniveaux* in the villages, and at Orange they nearly hit the Roman Arch, thinking that the road went through instead of round it. Darkness overtook them between Valence and Vienne, and the light of the acetylene headlamps "greatly exaggerated the unevenness of the surface," which was rather disconcerting. With the dark, too, came a drizzle of rain, but for all that they drove into Lyons at 9.46 p.m., having covered the 300 kms. from Aix in 6 hours 26 minutes, the average being still very close to 30 m.p.h.

Between Lyons and Villefranche, however, the drizzle became a steady downpour, and, in an open car with no windscreen, some of the crew must have wished they had never started. Visibility was reduced to about 50 yards, the roads became very greasy, and yet the unfortunate Buist found that he could not read his sodden maps "with sufficient celerity" for the impetuous Rolls. Somewhere between Mâcon and Chalon they took the wrong road on leaving a level-crossing—I should think that it was the one just beyond St. Oyen, where a small road goes straight on to Uchizy, and the main road turns sharp right alongside the railway. That cost them 20 minutes, but at last with Dijon, which they reached at 3.28 on the Friday morning, came the dawn and the end of what must have seemed an interminable night. The 190 kms. from Lyons had taken them 5 hours 42 minutes, and the average for this section had dropped to just over 20 m.p.h. The one saving grace was the car, which was running superbly—nothing was done to it "save replenishment when petrol and lubricating oil ran out." The exhaustion of the latter sounds ominous, but presumably it was only a dashboard tank which had to be replenished. Only once were the services of the tyre fitter required, when they picked up a large nail. For the rest of the time, he and Mr. Faulkner "snatched sleep in the tonneau."

With the dawn the rain stopped, and, although the roads continued slippery for another 50 miles, the average went

up again to 30 m.p.h. Between Sens and Melun they covered 63 kms. in 1 hour 10 minutes, at an average of about 34 m.p.h., but beyond Melun they found the road "exceedingly ill-kept," and after Versailles even Rolls was induced to go more slowly while Buist navigated the difficult stretch to Pontoise. After that the average went up again, close to 30 m.p.h., and at 3.19 on the Friday afternoon they triumphantly pulled up on the *quai* at Boulogne. The 1,242 kms. from Monte Carlo had taken them 28 hours 14 minutes, compared with Jarrott's time of 31 hours 35 minutes in the opposite direction, and they had averaged 27.3 m.p.h. They had counted fifty level-crossings, but they had only been delayed at four of them, and occasionally at the entrance to towns, where the road was barred by that French anachronism, the *octroi*.

There are, however, disadvantages in doing the run from south to north instead of *vice versa*, because after all this effort to reach Boulogne, it was not time for the boat to sail. For 3 hours and 11 minutes, in fact, the Rolls-Royce sat on the *quai* while no one did a thing to it, and practically the whole of Rolls' lead on Jarrott was frittered away. Once across the other side, too, he was faced with an exasperating 20-m.p.h. drive to London, in the course of which they lost the way, and, according to Mr. Harold Nockolds, eventually reached the capital, "by the simple expedient of steering at the Crystal Palace." They reached Piccadilly and the Automobile Club at 33½ minutes after midnight on the Saturday morning, having taken 37 hours 28½ minutes from Monte Carlo and beaten Jarrott's time by 1½ minutes! The maximum speed used in England was, I am informed, 20 m.p.h.

A few weeks later it was the turn of Mr. H. R. Pope. Unlike Jarrott and Rolls, Pope was not one of those who had taken part in the great town-to-town races, but in May he had driven an Itala in the Targa Florio, and, having brought it back to the Riviera, he was anxious to show how fast it could go to London. Mr. Pope, rather modestly perhaps, called his Itala a 24-h.p., but, as Rolls pointed out, its engine was "85 per cent. larger than that of the Rolls-Royce, and should develop an extra 17 horsepower." As a matter of fact the dimensions were 130 by 140 mm., which give a capacity of 7,433 c.c., and the makers, now or later, called it 40 h.p., which fits in pretty closely with Rolls' estimate. The Targa Florio at that time was supposed to be for touring cars, and a photograph of the Itala shows that it answered reasonably well to this description, with a chassis long enough to take a four-seater body in comfort, with room for a good deal of luggage and the spare tyres on behind.

Mr. Pope decided to defer his start from Monte Carlo until 2 o'clock in the afternoon, so that, if he equalled Rolls' time to Boulogne, he should just catch the boat, instead of hanging about on the *quai* for three hours. He set off on Saturday, June 9th, with three passengers and in great style. Along the road to Nice, he had no nonsense with the corners and the trams, and did the first 22 kms. in 24 minutes. As for the Esterel, it might be as difficult as the Auvergne, but what was that to a man who was fresh from the Madonic Circuit?

"The passage of *les Esterels*," he declared, "was not difficult and all the *tourniquets* are capable of being taken at speed." All the same, he had been delayed for 10 minutes just outside Nice, because the luggage on the back of the car was slipping, and now on the Esterel, the off front tyre burst, which held the party up for half-an-hour. It was the first of a series of tyre troubles, "so serious and frequent," said the *Autocar*, "that one can only imagine the tyres were an unmatured set." I must admit that the idea of maturity in tyres constituting a virtue is a novel one to me; I cannot think, if it is one, why I have had so much trouble with some of the old *faithfuls* that I have run in my time. Personally, I am inclined to suspect that the Itala, though it may have been correctly shod for the Targa Florio, with a sketchy two-seater body, was under-tyred with four up and luggage, especially when averaging 35 m.p.h. along the Corniche Road, or taking the *tourniquets* of the Esterel at speed.

They arrived at Aix-en-Provence at about half-past five, having taken 3 hours 26 minutes for the first 206 kms., which gave an average of about 33 m.p.h.; and after spending a quarter of an hour there, buying cord with which to tie the luggage on more firmly, they were away again at 5.50 p.m.

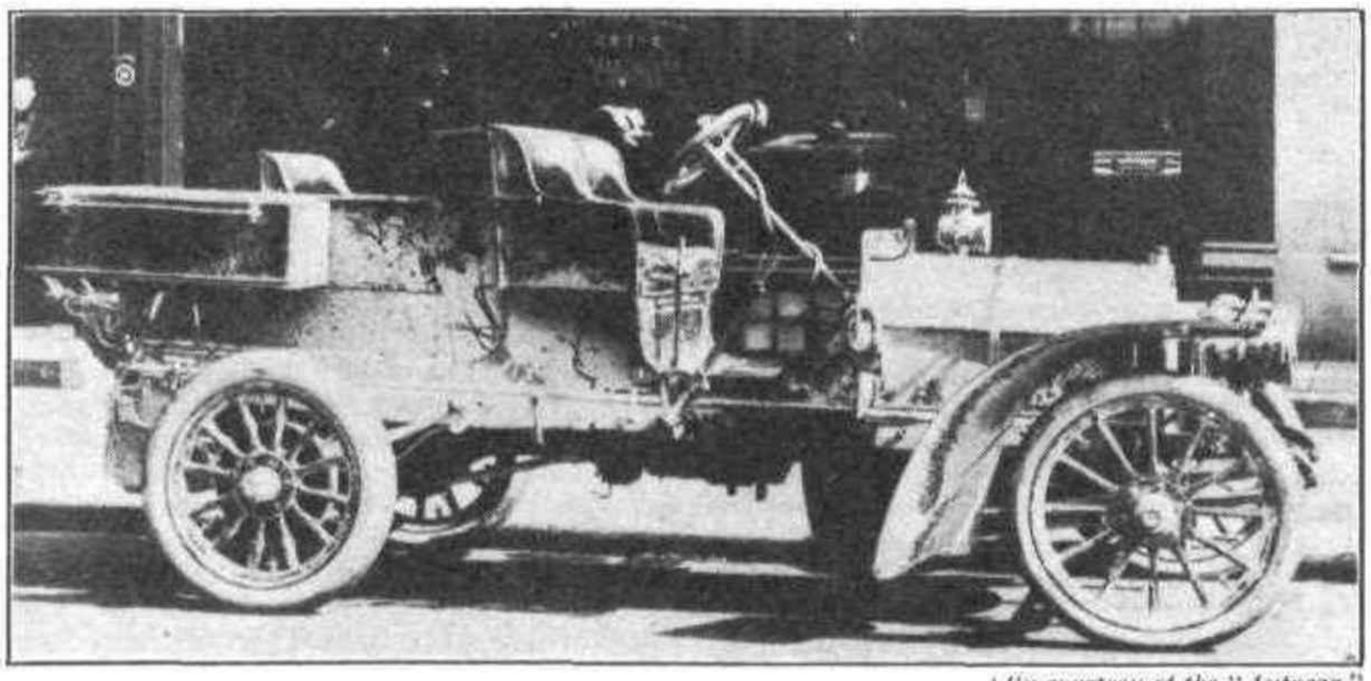
Owing to their later start, lighting-up time, although of course the evenings were now longer, found them between Orange and Montélimar, whereas the Rolls party had got on nearly to Vienne before dark. However, they arrived at Montélimar exactly at 9 o'clock, the average for the first 362 kms. being still 32 m.p.h., and Pope, who considered that he had by now covered the most difficult part of the road, confidently expected that, "with a car as good as mine," he would reach Boulogne in 24 hours.

Alas! however, this *Hubris* was soon overtaken by *Nemesis*. At Lyons, the off back tyre burst, which delayed the Itala 45 minutes; then at Mâcon, both back tyres went at once, which meant 1 hour 20 minutes fitting two new covers and tubes; just outside Beaune, the near front, the only one to have stood up so far, went, at a cost of 35 minutes; and, finally, beyond Montbard the near back needed a new tube, which took half-an-hour. Until this last setback, they had just about been equalling Rolls' time, the higher speed of the Itala being exactly matched by its tyre troubles, but, says Pope, "I now decided, owing to having had so much trouble with tyres, to moderate my pace . . . [although that] would not do justice to the car . . ."

The effect, justice or no justice, was magical, and the Itala's tyre troubles were at an end. Pope allowed himself just one more blind, for the last 44 kms. from Montreuil to Boulogne, which he covered in 35 minutes, at an average of 75.5 k.p.h., compared with the figure of 66 k.p.h. put up even by the Crossley at the beginning of its journey; but that last puncture had just spoilt his run, and the Itala's total time to Boulogne was 28 hours 31 minutes, or 16 minutes more than that of the Rolls-Royce. Pope's foresight in starting later from Monte Carlo meant that they should have caught the boat with half-an-hour to spare; but it was 50 minutes late in sailing, and then at Folkestone they were delayed for over an hour, in an unsuccessful attempt to get the acetylene lamps to work. Without them they at last set out for London, where they arrived at five minutes past two on Monday morning, having taken 36 hours 5 minutes from Monte Carlo, and broken Rolls' record by 1 hour 23½ minutes.

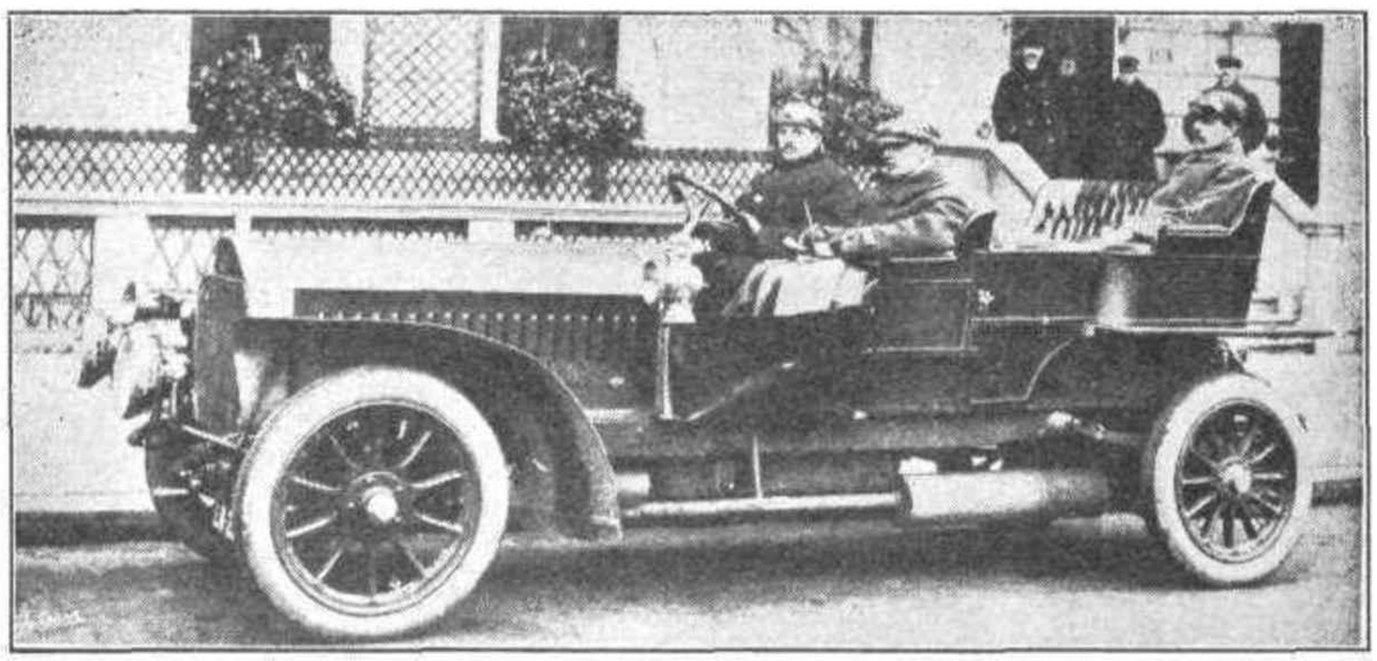
There, as far as 1906 was concerned, the matter rested, with everyone pretty well satisfied. Jarrott had the record from London to Monte Carlo, Pope the record from Monte Carlo to London, and Rolls the best time for the French section, which was, after all, what counted, from the motoring point of view. But in 1907, the whole thing blew up again, although the first attempt on the record was an abortive one.

It was made in March by Arthur Earp, on a six-cylinder Iris, and he was so original as to cross from Newhaven to Dieppe. This is, of course, a longer crossing than Folkestone to Boulogne, but Dieppe is further south when you get there, and much better placed if you want to go south-east and avoid Paris and its environs. I do not know Earp's



[By courtesy of the "Autocar."

POPE'S REPLY.—His 7½-litre Itala suffered much tyre trouble, but took only 36 hr. 5 min. from Monte Carlo to London, in the summer of 1906.



[*By courtesy of the "Autocar."*

BRITISH ATTEMPT.—S. F. Edge's 7.7-litre six-cylinder Napier, driven by E. A. Paul, appeared on the scene in 1907 *and got from London to Monte Carlo in* 33 *hr.* 34 *min. Why not try this run, this summer?*

route from Dieppe, but I suspect that he used N 7 as far as Roanne, and then, in order to avoid Lyons, cut across to Valence by St. Etienne. Unfortunately this proved a bit too clever, as it involves crossing a corner of the Massif Central, and in March Earp found the "St. Etienne Pass" under three feet of snow. The "St. Etienne Pass" is, I suppose, what I call the Col de la République, which the cars had to climb in the Tour de France race of 1899, and the road near Bourg-Argental is apt to be moderately snowbound in the winter. To make matters worse, Earp's headlamps failed when the snow was at its worst, and the crew had to spend the night in the car on the top of the pass, and abandon all hope of the record.

A few days later, however, Charles Jarrott was off again, in an attempt to better his time of the year before. This time he had a 30/40-h.p. Crossley, with a four-cylinder engine of 120 by 150 mm. bore and stroke (6,785 c.c.), a new radiator no longer like that of a Mercédès, but with the circular badge encroaching on to the core in the manner maintained until the blunt V was adopted, and shaft drive. They did not have to bother about running-in in those days, evidently, as it was stated that the car had not done more than 100 miles before setting out on its blind across France.

Jarrott took three passengers, five cold chickens, many sandwiches, soup and a small spirit lamp, one pound of coffee but no mill. At Boulogne he picked up another passenger, in the form of another French chauffeur-guide, who proved as incompetent as his predecessor of the year before, and who was finally dismissed at Aix-en-Provence, with instructions to find his way back to Paris as best he could. This time Jarrott had decided to risk N 6, in spite of the level-crossings, and I rather think that some financial inducement must have been offered to their keepers to stay awake, as there seems to have been no delay on this account. Between Auxerre and Chagny, however, they were delayed for 1 hour 40 minutes through losing the way, which was not a difficult thing to do at night, with the lamps of 1907. The weather was much better than it had been the year before, but the run was not so trouble-free. They had several punctures even before they got to Folkestone, and two more somewhere south of Chalon. Moreover, they were held up for an hour and a quarter in Beauvais while they got a broken oil pipe brazed. However, they arrived in Monte Carlo at 7.30 p.m., English time, on the second day, having established a new record in 35 hours 20 minutes.

It must have seemed rather remarkable to contemporaries that all this time Mr. S. F. Edge had been neglecting this method of advertising his Napiers, and it can have come as no great surprise to them to learn, three weeks later, that a Mr. E. A. Paul had made an attack on the record in a six-cylinder Napier. I do not know whether this was the current 60-h.p. type, 5 by 4 in. (127 by 101.6 mm., 7,721 c.c.), or the 80-h.p., 6¼ by 5 in. (158.75 by 127 mm., 15,083 c.c.), which was geared for 70 m.p.h.; but it was a very powerful-looking, if rather ugly, car, with an immensely long bonnet, and forward-mounted radiator. The weather did not favour Mr. Paul's run, which started from Piccadilly at 8.30 a.m. on April 12th, for it began to rain soon after the party left Boulogne, and it did not leave off until they got to Lyons at 7 o'clock the next morning. But, rather remarkably with such a heavy car, they had no tyre trouble whatever, and they duly arrived at Monte Carlo at 6.4 p.m., having reduced the record time to 33 hours 34 minutes.

Although Mr. Paul had taken the precaution of including Mr. Douglas Miller, of *The Referee*, among his passengers, his record immediately gave rise to the criticism that the amateur status of such attempts had been in some way infringed. "Instead of a *gentleman* of the name of Paul making the run," complained a correspondent to the *Autocar*, "the driver was really a French *chauffeur* of the name of Paul Auriac, who received a special fee to break the record . . ." [my italics]; and the writer went on to complain that the performance had only been possible as a result of elaborate preparations made beforehand, while the driver had exceeded the speed-limit in Cannes. Mr. Paul defended himself vigorously. "I am not a French chauffeur," he replied, "but a naturalised Englishman . . . I was not offered any special fee to break the record, but asked Mr. Edge to allow me to try the run on one of his six-cylinder Napiers . . ." The speed limit in Cannes, he added, had just been reduced from 10 to 5 kilometres an hour, anyhow.

The controversy might have been carried further, had not Mr. A. G. Brown left London on May 1st on a 45-h.p. Mercédès (four cylinders, 120 by 150 mm., 6,785 c.c.) and arrived at Monte Carlo 29 hours 20 minutes later, having thus broken the record by no less than 4 hours 14 minutes. This was a truly remarkable performance, but it was barely reported. The *Autocar*, for one, was, in fact, becoming exceedingly restless. "We think it high time," it said, "that the R.A.C. took some steps with regard to the high-speed flittings by motor cars for record purposes, which have been made between London and the Riviera . . . The French do not like these records when they hear about them . . . a performance which might have been very interesting when it occurs for the first time becomes monotonous and almost offensive when repeated at intervals of a week or so . . ." and so on.

As a matter of fact, the French, or some of them, might really have been allowed to speak for themselves in the matter, as, a month before, M. Sorel, on a 60-h.p. De Dietrich, had set out from Paris at 2 o'clock in the morning, to make a record run to Nice, by a route which, he claimed, made the distance "about 1,000 kms." (the *Guide Michelin* gives the distance, by the direct road, as 933 kms.) His running time for the journey was 14½ hours, but, being a Frenchman, he stopped for 1¾ hours for his lunch, so that his total time was 16¼ hours, which was not bad going. (Even 933 kms. in 14½ hours represents an average of over 40 m.p.h.)

In any case, when an old hand like Mr. H. R. Pope set out from Monte Carlo on May 26th to try to recapture his record, even the *Autocar* relented sufficiently to give his run quite a good write-up, and referred to Mr. Pope as "the intrepid driver." Once more he used an Itala, which now admitted to 40 h.p. and was of the same type as that on which he had made the run in 1906, but not, I think, the same car. This time he determined to catch the night boat at Boulogne and started from Monte Carlo at half-past three in the morning. Shortly after leaving, they nearly hit a cart that was on the wrong side of the road, and at St. Maximin, 38 kms. before Aix-en-Provence, history threatened to repeat itself in the form of a puncture. However, the delay only amounted to 11 minutes, and there seems to have been no more tyre trouble on the run. Pope still went round by Dijon, but even so he was delayed at level-crossings for a total of 45 minutes, and in one village they found the road blocked by a merry-go-round. For all that they were going very well, and the *Automotor Journal* disclosed that at times they were doing 75 and 80 m.p.h. Then, soon after leaving Versailles, when it looked as if

they had the record in their lap, they ran into a thick white fog. That fog lasted for three hours, and, according to Pope, delayed them for two. I suspect that the boat waited for them at Boulogne, but in any case they caught it all right, and arrived in London at 8.46 the next morning, having made the journey in 29 hours 16 minutes, and beaten the Mercédès' record by 4 minutes. Like Rolls in 1906, Pope, I am confident, did not exceed 20 m.p.h. while on English roads.

The motoring world of 1907 was, apparently, inclined to leave it at that, not wishing, I presume, to incur a wigging from its pastors and masters. But in these matters, Mr. H. R. Pope was somewhat irrepressible, and, having waited until 1911, he set out on June 24th from London on a record run, not this time to Monte Carlo, but to Turin.

Accompanied by a representative of the *Daily Telegraph*, he drove down to Newhaven in an Itala touring car, crossed on the boat to Dieppe, and there picked up a 1908 Grand Prix Itala, equipped with a four-seater body and two Italian mechanics. In this he set out for Turin, where he arrived 23 hours 59 minutes after leaving London, having averaged 41¼ m.p.h. for 638 miles across France and Northern Italy. The *Autocar*, for one, was scandalised. "As it is the province of the *Autocar*," it declared, "to chronicle all motor incidents, from gymkhanas to crimes, we put the above drive on record in our columns, but at the same time we do not hesitate to characterise the performance as undesirable in every way . . ." No longer was Mr. Pope "the intrepid driver"; he and the *Daily Telegraph* representative were just called "the pair." It was obvious after this that anyone who attempted an onslaught on the Monte Carlo record would not have a very good Press.

Nevertheless I believe that there were some bold spirits who did attempt it, but the only one I know anything about is James Radley, who made his run in November, 1913. Radley was at this time the *enfant terrible* of the Rolls-Royce world, and the idea of attacking the record with his Silver Ghost made an irresistible appeal to him. To have any hope of success, however, he needed the help of the R.A.C. to expedite the Channel crossing, and the R.A.C., which by now disapproved of this sort of exercise as much as did the *Autocar*, proved utterly unco-operative. In this difficulty Radley appealed to the A.A., which at that time was willing to do almost anything that the R.A.C. would not, and which assisted him to such good purpose that the Rolls-Royce was through the Customs and away from Boulogne seven minutes after it had been landed. But alas! Radley had forgotten the level-crossings, which, one after another, he found shut and padlocked against him; and Harold Nockolds, in *The Magic of a Name*, has given an amusing account of how, when the party had failed in their efforts to arouse successive crossing-keepers to a sense of their duties, Radley's companion Ward proceeded to break the locks with a tyre lever. This cannot have been an ideally speedy method of negotiating level-crossings, but even so, the Rolls-Royce reached Monte Carlo in 26 hours 4 minutes, having broken Pope's 1907 record by 3 hours 12 minutes.

When the Monte Carlo Rally was instituted, the accent was placed on reliability rather than on speed, and there it has remained ever since, although if the present-day schedule is to be maintained, competitors are not encouraged exactly to dawdle. However, I wonder how long it would take someone today, if reasonable facilities were available for the Channel crossing, to drive from London to Monte Carlo, if he really gave his mind to it; and I hope I am not inciting anyone to a performance which must be characterised as undesirable in every way, if I say that I should like to know how long it would take a competent driver in, say, a Mark VI Bentley.

IN MINIATURE

ENTHUSIASM for motor sport is an intense affair, so that besides driving a good car and going to sporting fixtures, devotees like to associate themselves with motoring in various subsidiary ways, such as hanging framed pictures of cars in the study, keeping a motoring photograph album, wearing appropriate club ties and lapel badges, and using motoring table mats, handkerchiefs and scarves. Another very fascinating sideline is the collection of toy cars and replicas, and the serious racing of model cars driven by tiny petrol or "diesel" engines.

The latter sport has reached a very advanced state of development; 2.5, 5 and 10-c.c. classes are recognised, there are tracks in many towns, and the Model Car Association (which was formed as the result of a suggestion by W. Boddy, Editor of MOTOR SPORT) controls competitions in the same way as the R.A.C. controls real motor-racing. The M.C.A. (Sec.: G. E. Jackson, 1, Lime Grove, Chaddesden, Derby) issues certificates for officially-timed attacks on national records, these standing at present as follows:—

2.5 c.c.	British	¼ mile: J. R. Parker,	55.9	m.p.h.
2.5 c.c.	Open	¼ mile: J. R. Parker,	55.9	,,
5 c.c.	Open	¼ mile: R. W. Flower,	81.83	,,
5 c.c.	Open	¼ mile: R. W. Flower,	77.80	,,
10 c.c.	British	¼ mile: F. G. Buck,	107.83	,,
10 c.c.	Open	¼ mile: W. S. Warne,	113.90	,,
10 c.c.	Open	¼ mile: W. S. Warne,	111.10	,,
10 c.c.	Open	1 mile: J. Gascoigne,	102.80	,,
10 c.c.	Open	10 mile: P. Hugo,	57.14	,,

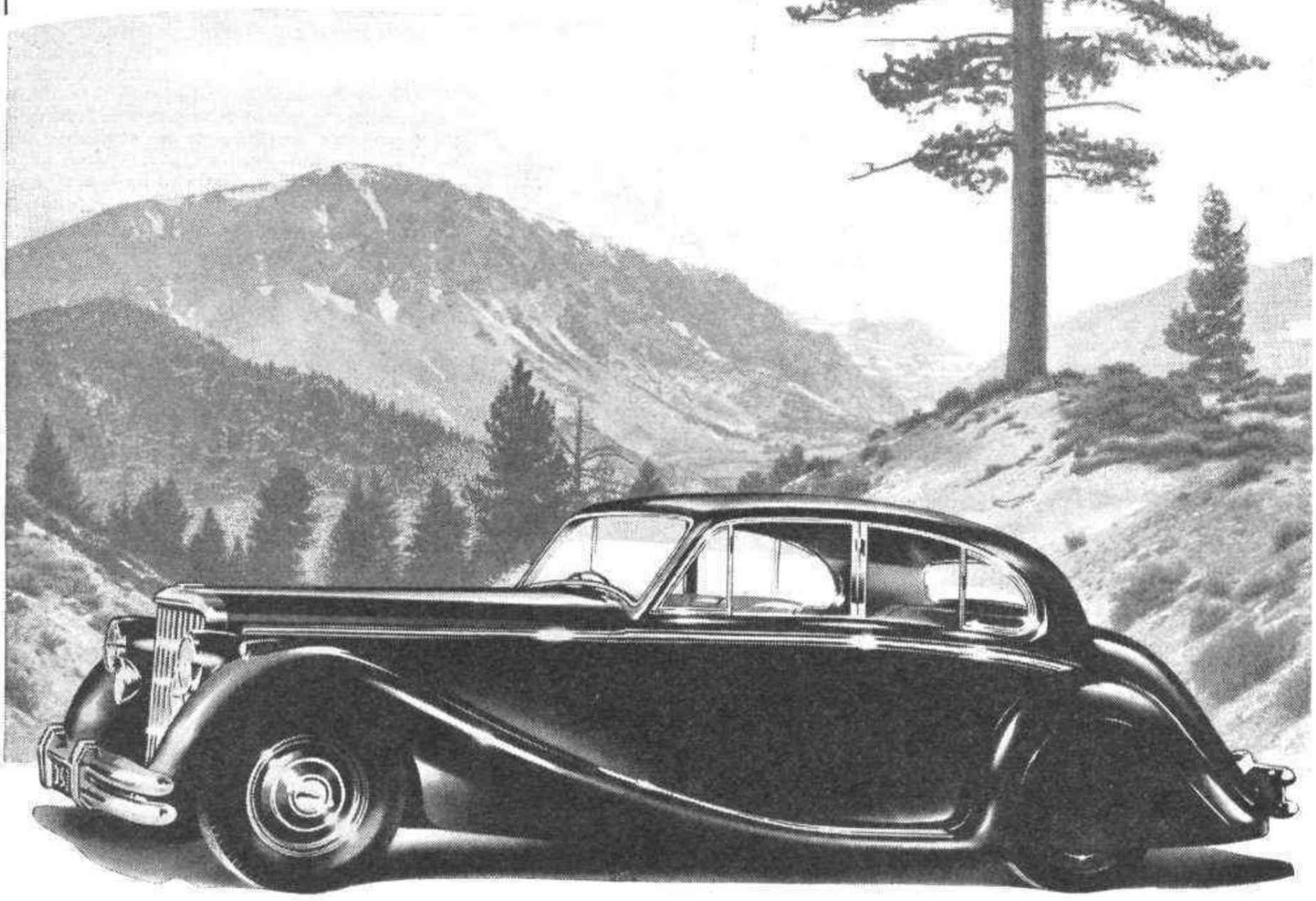
From these speeds it will be appreciated that model-car racing is a specialised sport. The ordinary motoring enthusiast will, perhaps, be more interested in collecting commercially-obtainable replicas of actual makes of cars.

Very many years ago French toy makers put on the market some intriguing models. Citroen, Ltd., took advantage of this to offer large clockwork replicas of their 7.5 and 11.4-h.p. cars, surprisingly true-to-prototype, with proper steering and a brake. They cost only 15s. in the nineteen-twenties and if you wished to add to your stable a visit to Hamley's would reveal similar replicas of "14/40" Delage, 13.9 Renault and Panhard, with real electric searchlight by the off-side screen pillar. There was also a larger, open toy Hispano-Suiza with real rubber tyres, and more elementary but equally charming replicas of the last of the model-T Fords, coupé, saloon and tourer. Later came those exciting 18 in.-long P2 Grand Prix Alfa-Romeos of the kind in which Ascari, Campari and Brilli Peri gained the championship of Europe in 1925. They cost 35s., with clockwork motor, detachable wire wheels, Ackermann steering, working filler-caps, etc., and if I sometimes wonder whether they had originally set out to be replicas of the 1½-litre or 2-litre Grand Prix F.I.A.T.s of the same era, nevertheless, they were very pleasing possessions. Incidentally, if anyone can find me examples of any of these old-time toys, I should be very grateful.

Jumping a couple of decades, what is there to collect to-day? Well, Chad Valley make excellent die-cast clockwork replicas of the modern Hillman Minx, Humber Super Snipe and Sunbeam-Talbot cars of the Rootes Group, priced at only 5s. each, inclusive of p.t. I gather they can undertake similar replicas of current production cars and the resultant publicity should be very well worth while to any enterprising firms who take advantage of this arrangement.

The Meccano "Dinky Toy" range continues to expand, such makes as Jaguar 100, 4½-litre Lagonda, Rolls-Royce, Vauxhall, Chrysler and so on having been followed by such recent additions as Austin A40, Triumph 1,800, Vanguard and American Ford V8—real miniatures these, beautifully finished and very fascinating withal. They cost only 1s. 9d. or 2s. 6d. and Meccano, Ltd., take real pains to faithfully reproduce the lines and outstanding features of the real cars. The Editor of MOTOR SPORT is an ardent "Dinky" collector. Down at Brooklands Scale Models, Ltd., have done astonishingly brisk trade (particularly export) with their splendid little 1/32-scale Maserati, E.R.A. and Alta model racing-cars, these now being available with spring or electric propulsion. The Scale Model Equipment Co., Ltd., of Steyning, supplies kits of parts which make up into very realistic and detailed 1/32-scale models of "3.3" G.P. Bugatti, G.P. Mercédès-Benz, E-type E.R.A., 1½-litre Alta, A6GS Maserati and Aerodynamic H.R.G. cars, while the "Penguin" range of rather larger rubber-driven plastic replicas embraces Jowett Javelin, Riley, Ford and Armstrong-Siddeley. The simplest i.c.-engined model would appear to be the Juncero "Bantam" which, like the early racing-cyclecars, has belt-drive, and there are even jet-propelled racers, by Jetex. Incidentally, the pastime is catered for by two monthly magazines, the 6d. *Model Car News* and 2s. *Model Cars*. If it be true that man is but a boy at heart, the future of the model car is surely firmly established!—W. B.

The *Jaguar* in California



"Passed every car on the climb . . .

Louise Barlow, writing in the *Autocar*, said "Without exceeding 2500 r.p.m. (the Jaguar) passed every car on the climb to 6,500 ft. . . . Although we ourselves felt somewhat out of breath at 9,000 ft. altitudes, they never seemed to affect the Jaguar and no matter how hard we drove coming down the mountain grades, we always had plenty of braking power and never experienced what my mechanically minded husband calls "fading." Together with over a hundred other Hollywood motorists, I have learned that the Jaguar is quite a motor car and the harder one drives it, the better it seems."

THE FINEST CAR OF ITS CLASS IN THE WORLD

"EXETER" WEEK-END

Good Sport Provided by the M.C.C.'s 26th Winter Trial

THERE is something *about* the "Exeter"—it must be tradition, old boy! Otherwise, would 26 motor-cyclists, five riders of motor-cycle combinations, a Morganist and 64 car competitors go down to Exeter the day before New Year's Eve, a long journey for the majority of them, involving the expenditure of many "basic" petrol coupons, to participate in a 60-mile trial embracing only seven hills, of which one only—Simms—was a real "stopper"?

Yet they did this thing; and the M.C.C. "Exeter" *is*, of course, a classic.

The first of these Motor-Cycling Club trials happened in 1910, as a return London-Exeter run. It attracted 79 mixed entries. As the years rolled on the route was stiffened up and "real" gradients were included, as distinct from observed climbs up main-road and secondary-road hills. Thus Fingle Bridge was a hazard from 1932 onwards, and the next year the still notorious Simms was "in." On its first inclusion Simms stopped 191 out of 273 cars, while in 1934, when a record car entry of 364 came in, 212 couldn't get up this hill, and only 13 "golds" were won. Joke is that a special Simms Award was offered the following year but road repairs (done at the M.C.C.'s expense!) were sufficiently extensive to allow 102 cars to ascend "clean," a strain on club funds!

The last "Exeter" no longer entailed the long night run of those days, but it was still a contest of competitor versus club, not competitor against competitor (even if a "clean sheet" doesn't today win quite as gold a gold medal as it did once upon a time!), and it still attracted more near-normal cars, fewer trials-specials, than are seen in other modern trials.

For example, there wasn't one Dellow in the list and, scanning through the programme, such vehicles were found as Abernethy's Austin Antique, a "12/6" saloon with cut-down mudguards, Finden's Lagonda Rapier, the team of Morgan "4/4s," all on oversize tyres, Wright's vintage aluminium-bodied Powerplus Frazer-Nash (modified only in respect of four speeds), Burman's modern Lea-Francis tourer, Jackson's handsome low-chassis 2-litre Lagonda tourer, Scroggs' famous Trojan, again on two speeds only this year, Gott's Aerodynamic H.R.G., Wilcock's vast Railton saloon, Capt. Searle's modern 2½-litre Riley sports three-seater, and various outwardly-standard M.G., H.R.G. and Allard cars.

Actually, hills in recent "Exeters" have been much as those in other trials, with their fair share of mud, and this year Windout stopped 13, Fingle 1st section 4, Fingle 2nd section 9, Stonelands restart test (3-sec. limit) 7, Stonelands stop and restart test 8, Simms 41, and Kennel 1. But as they assembled for the start the drivers of standard or nearly-normal cars didn't know of this!

The writer had come down from Hampshire the evening before as passenger in C. D. F. Buckler's Buckler Special. This was rather appropriate, because I rode through the previous "Exeter" in the same car. This time, however, its Ford Ten engine had a Shorrocks supercharger driven at 1.1 times engine speed by dual belts, and blowing at some 4 lb./sq. in. pressure, while 6.00–16 rear tyres were fitted. The normal Ford carburetter, even to standard choke and jets, is retained and the blower is lubricated from the main lubrication system *via* a restrictor valve. A Fram oil filter has also been fitted. The body of the little car is now more civilised, doors with neat catches involving no moving parts and an effective hood on a detachable tubular alloy frame weighing about as much as a ladies' umbrella, having been added. There is still no fan or water pump for the large behind-engine radiator, the same plugs are used as in pre-Shorrock times, and the compression-ratio has not been appreciably lowered. I was interested to learn that fuel consumption exceeds 30 m.p.g. even with continuous hard driving and competition motoring. I soon discovered that the supercharger is quite quiet but that on "Pool" the engine "pinks" an anvil-chorus unless the throttle is opened very gently indeed. There is still no proper luggage accommodation, but a communal "grip," packed to the capacity of its zips, met our week-end needs.

We set off on our 160-mile run in the approaching gloom of a warm December evening and had only gone a few miles when the Meadows-engined "T.T. Replica" Frazer-Nash of Charles Bulmer, Secretary of the Hants and Berks M.C., shot by at an approaching T-junction. "I expect he's on his way to the 'Phoenix'," I surmised. Pursuit ensued, Charles afterwards pretending that he didn't know the Buckler was behind and always drives like that. Brief conversation revealed that he had ambitions well beyond the "Phoenix" and was, indeed, also bound for Exeter. So we ran on in convoy, the Frazer-Nash behind to conserve a battery temporarily bereft of dynamo-charge. It was while one of its less amenable sidelamps was being made to function, in fact, that I was able to admire Stuart Skinner's fine collection of old cars in his showroom adjacent to the Basingstoke by-pass, in which his well-known 1907 Wolseley-Siddeley stood beside an Edwardian Rolls-Royce and some beautiful touring cars of the same make but later vintage.

Apart from one pause for a cup of tea the run was a slick one and we were soon ensconced within the warm portals of the Rougemont Hotel in Exeter—and is that hotel well heated!

At the start of the trial on the morrow I had time to look at some of the competing cars. Ginn had his usual model-18 Ford V8 Thirty coupé, with its 30-gallon water ballast tank outrigged at the back, Chard's Ford Ten used a rear-placed air-bottle, Hill's 746-c.c. blown M.G. was named "Blithe Spirit," Radbourne's H.R.G. sported a triple outside exhaust system, Bullivant's old Riley Nine was a shortened special named "Bitza," Bishop's blown P-type M.G. had four external exhaust pipes and a small dog riding on his passenger's lap, while Hase's Meakin-Cross had a Ford Eight engine, Frazer-Nash-type front suspension, crab-track, alloy buckets seats, a large square radiator and a cylindrical rear tank. Scroggs was fitting waterproof covers to his Trojan tourer's two plugs. The Barrow Special proved to be a nicely turned-out J-type Vauxhall Fourteen, turned into a Marshall-blown trials two-seater. Mrs. Willis was driving in her first trial in a Type 45 B.M.W. with Type 326 engine, Bosch electrical equipment, a German Solex d.d. carburetter, Hirth close-ratio gears, and a 30-gallon fuel tank in the back of what was once a drophead coupé body.

Soon it was time for us to start and we were on our way to the first hill, Windout. The start was approached through a water-splash and whereas last year only those gum-booted could cross it on foot, since then some town-and-country planner has by-passed the stream through a big concrete drain pipe and built a foot-bridge over it—the changing face of England, alas!

The loose-surfaced ¼-mile climb with its 1-in-3¾ bend and lesser bend beyond was treated by the Buckler with contempt, but not all were so successful. Two vast horses waited for them at the top!

WINDOUT FAILURES: Abernethy (Austin Antique), Wright (Frazer-Nash), Burman (Lea-Francis), Searle (Riley), McCann (Morgan), Molyneaux (Morgan "4/4"), Wright (Frazer-Nash), Cunane (s/c "TC" M.G.), Jackson (Lagonda), Blockley (Allard), Symons (Morgan "4/4"), Wilcock (Railton), Barrow (Barrow Special, s/c), Christmas ("PB" M.G., s/c).

So on to Fingle Bridge, rougher than usual and its 1-in-4 winding mile-long gradient with nine hairpin bends treated as two sections, cars being halted between each. We had a grand climb, although the engine boiled merrily and had to be replenished at the top.

FINGLE 1 FAILURES: Jackson (Lagonda), Bassett (1,100-c.c. H.R.G.), Bishop (s/c M.G.), Tucker-Peake (M.G.-Cream Cracker).

FINGLE 2 FAILURES: Abernethy (Austin Antique), Searle (Riley), Molyneaux (M.G.), Hill (M.G.) Blockley (Allard), Gott (Aero H.R.G.), Wilcock (Railton), Christmas (M.G.).

Hellyar's Singer didn't attempt the climb. Next we came to Stonelands, where cars had to clear the start-line within 3 seconds and later stop and restart on the gradient. Keeping our tyres rather harder, the Buckler never faltered, but:—

STONELANDS START-LINE FAILURES: Abernethy (Austin Antique), Searle (Riley), Molyneaux (M.G.), Wright (Frazer-Nash), Cunane (M.G.), Blockley (Allard), Barrow (Barrow Special).

STONELANDS RESTART FAILURES: Finden (Lagonda Rapier), Dennis (Morgan "4/4"), Burman (Lea-Francis), Alderton (Maythorpe), Scroggs (Trojan), Nicholl (Ford V8), Mrs. Willis (B.M.W.), Hase (Meakin-Cross).

Actually Wilcock gave best to the trial here, his Railton's cork-insert clutch distinctly disrupted by the very idea.

So to Simms. It was in a delightfully slippery mood, and the start-line was a bit higher up this year. We could make nothing of it and stopped by the first slate outcrop on the 1-in-3½ section, a cheery marshal rubbing his hands and telling us that even Scroggs' Trojan had stopped. "And I've waited 16 years to see that," he declared.

We were not alone in needing the services of the tractor (i.e. now, not steam !) :—

SIMMS FAILURES : Wonnacott (Morgan three-wheeler), Barton (Barton), Abernethy (Austin Antique), Searle (Riley), Finden (Lagonda Rapier), Goodall (Morgan), McCann (Morgan) Smith (A.R.M. Special), Brown (H.R.G.), Molyneaux (M.G.), Dennis (Morgan), Scobey (H.R.G.), Lewis (H.R.G.), Wright (Frazer-Nash), Burman (Lea-Francis), Alderton (Maythorpe), Cunane (M.G.), Scroggs (Trojan), Nicholl (Ford), Bassett (H.R.G.), Bishop (M.G.), Chard (Ford), Ginn (Ford), Hill (M.G.), Blockley (Allard), Pool (Ford), Richmond (H.R.G.), Mitchell (H.R.G.), Gott (H.R.G.), Buncombe (H.R.G.), Symons (M.G.), Hellier (Allard), Moore (Ford), Buckler (Buckler), Barrow (Barrow Special), Crosby (Vauxhall Special), Appleton (Allard), Epps (H.R.G.), Christmas (M.G.), Hellyar (Singer), Hancock (Allard).

Jackson's Lagonda had had enough after Fingle and Wright's Powerplus Frazer-Nash had retired because a new fuel pipe went too near the exhaust/water systems and boiled the fuel.

The remaining hills were easy, although we took Retreat fast, on back tyres down to some 5 lb./sq. in. pressure, tending to collect the banks on the hill's slippery bends. Kennel failed only Molyneaux's M.G., Coombe no one. After which, it was back to the finish near Exeter, to await the results.

They were announced in the "Rougemont" that evening : Fourteen First-Class Awards, 24 Second-Class Awards and 11 Third-Class Awards, so far as car-competitors were concerned. Three cars retired and nine received no award. In addition, four had failed to start, including Ben Brown's Ford V8 Special, which broke a half-shaft at Oxford on the way to the start ; it is further in the "Exeter" tradition that he came on in a Wolseley saloon to watch, although deeming it "too much like a 'bus" for Devon hills.

The New Year's Eve party is nothing to do with MOTOR SPORT ; but once again "Jackie" Masters, ably assisted by Mrs. Masters, had put over a good trial and a thoroughly enjoyable week-end. The results were :—

FIRST-CLASS AWARDS : J. H. Radbourne (1,496-c.c. H.R.G.), D. Clare (1,172-c.c. Clayton-Special), A. O. Gosnell (1,498-c.c. H.R.G.), J. E. Bullivant (1,089-c.c. Riley Special), Dr. Spare (1,172-c.c. White Ford Special), W. F. Mead (s/c 3,917-c.c. Allard), D. Murkett (939-c.c. s/c M.G.), A. W. Richards (1,172-c.c. Austin), L. R. Gear (1,172-c.c. L.R.G.), B. Fitzwater (1,087-c.c. Riley Special), J. J. Whitefield (1,172-c.c. Ford Special), K. E. O. Burgess (s/c 3,917-c.c. Allard), H. C. Roberts (3,917-c.c. Allard), and L. W. Taylor (1,172-c.c. Morris).

SECOND-CLASS AWARDS : W. E. Wonnacott (990-c.c. Morgan), P. H. G. Morgan (1,122-c.c. Morgan), E. G. Smith (1,203-c.c. A.R.M. Special), J. V. S. Brown (1,496-c.c. H.R.G.), E. D. Scobey (1,496-c.c. H.R.G.), A. L. Chard (1,172-c.c. Ford), B. D. S. Ginn (3,622-c.c. Ford), Mrs. Willis (1,971-c.c. B.M.W.), D. J. Hase (990-c.c. Meakin-Cross), J. H. Pool (3,282-c.c. Ford), J. M. Richmond (1,496-c.c. H.R.G.), D. C. Mitchell (1,496-c.c. H.R.G.), J. Buncombe (1,496-c.c. H.R.G.), R. Hellier (3,622-c.c. Allard), L. A. Moore (3,622-c.c. Ford), C. D. F. Buckler (1,172-c.c. s/c Buckler Special), C. F. Crosby (1,203-c.c. s/c Vauxhall Special), J. H. Appleton (4,317-c.c. Allard), H. B. G. Epps (1,074-c.c. H.R.G.), H. W. Tucker-Peake (1,287-c.c. M.G. Magnette), and G. L. Hancock (3,917-c.c. Allard).

THIRD-CLASS AWARDS : H. J. Finden (1,104-c.c. Lagonda Rapier), C. J. McCann (1,267-c.c. Morgan), G. H. Dennis (1,267-c.c. Morgan), H. H. Alderton (1,172-c.c. Maythorpe), A. F. Scroggs. (1,488-c.c. Trojan), C. R. C. Nicholl (3,622-c.c. Ford), D. C. S. Bassett (1,074-c.c. H.R.G.), D. C. Bishop (847-c.c. s/c M.G.), F. C. Hill (746-c.c. s/c M.G.), J. A. H. Gott (1,496-c.c. H.R.G.), and G. M. Symons (1,098-c.c. s/c Morgan).

TEAM AWARD : Burgess, Roberts, Appleton (Allards).
1949 M.C.C. TRIPLE AWARDS : Gosnell (H.R.G.), Mead (Allard), Burgess (Allard).

* * *

Looking at these results it will be seen that Ford Ten-engined Specials again did well and that congratulations are due to Mrs. H. Willis, the only lady driver, for going through clean in her first trial—she lost a First-Class Award only because the B.M.W. took over three seconds from the start on Stonelands.

No one stirred unduly early on New Year's Day, but at last "Jackie" Masters stowed his last suitcase in his big Humber saloon, we had packed our more limited kit in the Buckler, and the Willis' B.M.W., which had only been completed on the very eve of the "Exeter" and was now suffering from a wide distributor gap and dirty plugs, condescended to commence.

We had decided to have another look at Simms, for it is isolated from houses and no harm would seem to result from a visit "the day after." There was a further delay when our carburetter iced-up in the mist on high ground *en route*, but the Buckler, the B.M.W. and Bulmer's Frazer-Nash eventually arrived at the top of the famous 200-yard hill near Ilsington, with its 1-in-2¾ maximum gradient. Although Buckler made repeated assaults, with rear tyres inflated from normal down to nearly zero, he had to give it best from the M.C.C.'s start-point, although with a longer run we stormed it on one occasion. Mrs. Willis' B.M.W. climbed successfully with its 7-in. rear covers let down nearly flat, and did it again when driven by R. C. Willis, on his second attempt.

At last we gave it up, topped-up our radiator, re-inflated the tyres and set off for home. The Buckler's petrol tank had sprung a rather bad leak, probably because on bad bumps the axle, damped by 5-in.-travel Newton struts, clouted it rather fiercely—so supple is the transverse rear springing that 6 or 7-in. travel dampers would be more suitable. Incidentally, the equally supple divided-axle i.f.s. is controlled by Luvax dampers. Outside Exeter we were halted at the swing-bridge while an oil-tanker, a Christmas tree lashed to its mast, sailed majestically down the Exe—rather a startling sight for those who had seen-in the New Year well but not wisely ! As we waited, our own fuel supply appeared as a pool beneath the car—I wonder how much the mental agony resulting from petrol-rationing retards this country's recovery, apart altogether from its cramping effect on national travel and transport ? However, now that we have reached Welfare Status, perhaps the intended cure for petrol rationing will be to relegate all private motor cars to the garage or museum ?

After a very late lunch the three cars ran in rapid convoy through the mist and gathering gloom, Willis setting a fine pace in the B.M.W. Speedometers were between 60 and 70 m.p.h., so that our water thermometer said "98 deg. C." and our oil thermometer indicated 100 deg. C., then 110 deg. C., finally climbing towards 120 deg. C. But Ford engines, like sailors, apparently don't care, and even, it seems, survive some 6,000 r.p.m. when Buckler is in a hurry or a competition. All he did about it on this occasion was to top up with Castrol XL, the recommended S.A.E. 20 lubricant being unobtainable at most garages.

The night wasn't a good one for motoring and at Wylye a wall stepped out too far on a slippery bend and in consequence the Buckler became slightly buckled. This entailed leaving it at a garage, wherein we encountered a well-kept 3-litre Bentley with "sloper" S.U.s and a rare two-door saloon body rather like those fitted to certain of the larger Morris models of the mid-nineteen-thirties. It is the property, we learned, of a West Country farmer and may be the car I encountered for sale in Yorkshire during the war.

Six "bods" and two two-seater motor cars was the next problem, but, the local railway looking uninviting on a Sunday night, we managed. For my part I found Charles Bulmer's Frazer-Nash an admirable conveyance, its suspension devoid of "vintage-harshness" since hydraulic rear shock-absorbers have been fitted, the brakes excellent, and the acceleration most impressive and accomplished without any suggestion that the engine had really woken-up. So we arrived home.

The 1949 "Exeter" had been, for us, strenuous and slightly disastrous. Yet, as the final party broke up in the early hours of yet another morning there wasn't a man amongst us who wasn't murmuring : "See you at the 'Land's End' next Easter ?"—and that went for Mrs. Willis, too.—W. B.

A NATIONAL BENZOL APPOINTMENT

W. Charlton has been appointed publicity manager of the National Benzole Company, Limited.

Educated at Peter Symond's Winchester, and St. Edmund's Hall, Oxford, he joined the company in November, 1935, as a trainee. Soon after he was attached to the sales staff of London Division and was later transferred to the Brighton area.

In 1940 he joined the Navy as an Ordinary Seaman, rising to the rank of Lieutenant-Commander in 1945. Demobbed in February, 1947, Mr. Charlton took a course in advertising at the London Press Exchange, and returned to the publicity department of his own company in February, 1948.

An old Oxford soccer blue, Corinthian, and amateur international, he has played for Barnet, Wimbledon, Yorkshire amateurs, and—as an amateur—for Southampton, Hull City and Q.P.R. He was recently elected to the Council of the London Football Association.



ON THE WAY TO MONTE CARLO—R. F. Ellison's and H. Schofield's Javelin on the sling at Folkestone.

PICTORIAL REVIEW

THE 26th M.C.C. EXETER TRIAL and THE 1950 MONTE CARLO RALLY

MONTE CARLO RALLY—STOP PRESS REPORT

THE GLASGOW START

by DAVID SCOTT-MONCRIEFF

BLYTHSWOOD SQUARE continues to be an extremely popular starting point. Taking a quick poll of half a dozen competitors, no less than four said that the wonderful meal put on by the Royal Scottish Automobile Club was definitely a strong contributory factor. This year it was better than ever. At eleven minutes past four exactly, a pillar-box red Vauxhall led off a procession ranging from the sublime in the form of Mike Couper's Wraith that, instead of being festooned like a Christmas tree, had all its rally accessories stowed inboard, to the ever so slightly ridiculous. This last was a 1938 Morris driven by two cheerful youths in white overalls who had been driving for one month and six months respectively. Well, good luck to 'em, it was certainly a sporting effort if nothing else. Cars, especially the old stagers, were generally well equipped, but I must admit that I was surprised to note how few of them carried squirters to wash the mud off the windscreen. The Minx team, as usual, had a more than elaborate set-up including two-way radio. This year they have gone one better and taken out the upholstery over the door panels to build roomy tool lockers. Curiously enough several people thought the prettiest car starting this year was a grey Lagonda *circa* 1938! Sydney Allard and Guy Warburton were driving an interesting car, one of the big-engine, two-carburetter, coil-sprung chassis equipped with a standard Allard drophead foursome coupe. Mrs. Allard was driving another. Apart from these two there was a whole pride or covey of Allards competing, all more or less of the earlier type. There were also all sorts of Javelins, all outstandingly well prepared, especially the official team. Among other curious things I noticed was a competing Lea-Francis bearing that rarest of all motor club badges—that of the Sahara desert! The Glasgow papers made great play of the fact that the co-driver of the Dutch-entered Delahaye was a mother of six! Why not, indeed? I know a grandmother who drives a Mark VI Bentley far, far better than most people of half her age. In only too short a time, it seemed, every one of these interesting and individualistic cars was away into the night, hoping that the threatened fog would not clamp down on them. The last car to leave was an Allard driven by Leonard Potter and Peter Dennis, equipped with a most elaborate system of synchronised stop watches which, they hope, will enable them to do without a timekeeper. Then the crowd melted away, some four or five thousand spectators. Public interest in motor sport must be on the increase in Glasgow; normally nothing less than a football match or a big fire brings out that number.

ALONG THE ROUTE

A COLD spell before the start on January 22nd suggested bad weather for the Rally, but this did not materialise, the only hazard for the starters from Glasgow, as far as Boulogne, being a spell of thick fog from Sidcup to Wrotham, and traces of sleet at times. Four cars of the Glasgow contingent did not start—Willment and Lumley Saville (Humber), van der Wansem and van der Made (Austin), Geoffrey Healey (Healey), and the Deuts' entry of a Morris. The others not only started, but all reached Folkestone on schedule, although Nelson Harris' Ford Pilot, delayed by lighting trouble and bulb failures, only just got there in time.

The *Dorade* sailed in sunshine at 8.45 a.m., a quarter-of-an-hour *before* schedule, and at Boulogne all the cars were unloaded uneventfully and were passed through the French customs very expeditiously. Mrs. Allard and her crew had slept soundly during the crossing. At Boulogne, Murray (Bristol) and Milton, "off-duty" in the back of his Vanguard, were amongst those who proposed to drive straight to the next Control at Luxembourg, stopping perhaps for a cup of coffee. The former said modestly that he hoped to average 40 m.p.h., but Milton was aiming at 50. Earl's white Vanguard had attracted attention because he had cleaned it before embarking. Mike Couper, Scannell and Seyd carried out their plan of having their Rolls-Royce flown across the Channel to Le Touquet, arriving rested at Boulogne in consequence.

We followed the Glasgow contingent ensconced in a Jarvis-modified Morris Minor tourer. Many of the competitors appeared to use their own route through or round London, but of those following the R.A.C. route—very well marked, as was the entire route to Folkestone—Guest's Ford Prefect, led by a non-competing Prefect, reached Hyde Park Corner at about 3.30 a.m. At intervals thereafter came Milton's Vanguard, Roberts' Austin from the Piccadilly direction, the Sunbeam-Talbots of Norman

Continued on page 80



APPROACH TO WINDOUT.—The tricky first hill in the Exeter Trial is approached via a water-splash, recently diverted (see story on page 75). The car is Hellyar's 1½-litre Singer.



BOX ON THE BACK.—B. D. S. Ginn relied on a 30-gallon water ballast tank to afford his Ford V8's rear wheels grip on the worst "Jackie" Masters could find in the last "Exeter" Trial.



ONLY LADY DRIVER in the "Exeter" was Mrs. H. Willis, who, in her first trial, gained a second-class award in her husband's 2-litre B.M.W



BUCKLER UP.—C. D. F. Buckler's blown Ford Ten-engined Buckler-Special treats one of the "Exeter's" hazards as a speed hill-climb.



REAL HORSES NEEDED.—The mechanical horses of Cap Windout



DEFINITELY SPECIAL.—D. J. Hase's Ford Eight-engined Meakin-Cross was one of the few "specials" in the "Exeter." Note the tubular front axle and the Frazer-Nash-type ¼-elliptic front suspension.

TIME TO REST.—The "Dinard" sails a quarter-of-an-hour early from Folkestone with the Glasgow contingent of the Monte Carlo Rally.



OLD WARRIOR.—R. E. Wright again took his Powerplus-engined, aluminium-bodied Frazer-Nash on the "Exeter." Unfortunately it retired.





" EXETER REGULAR," both in number of appearances and performance up the hills, A. F. Scroggs' two-stroke, mid-engined Trojan gained a second-class award in the 26th trial of the series, but in two-speed form was defeated this time on Simms.

SERVICE!—Clifton's Service Station, on the Sidcup By-pass, again dispensed free food and coffee, and provided rapid replenishment of the Monte Carlo Rally cars.





LAMPS AND BADGES.—Kemsley's car was leader of the team of three radio-equipped Hillman Minx, but it failed to check in at Lyons on time.

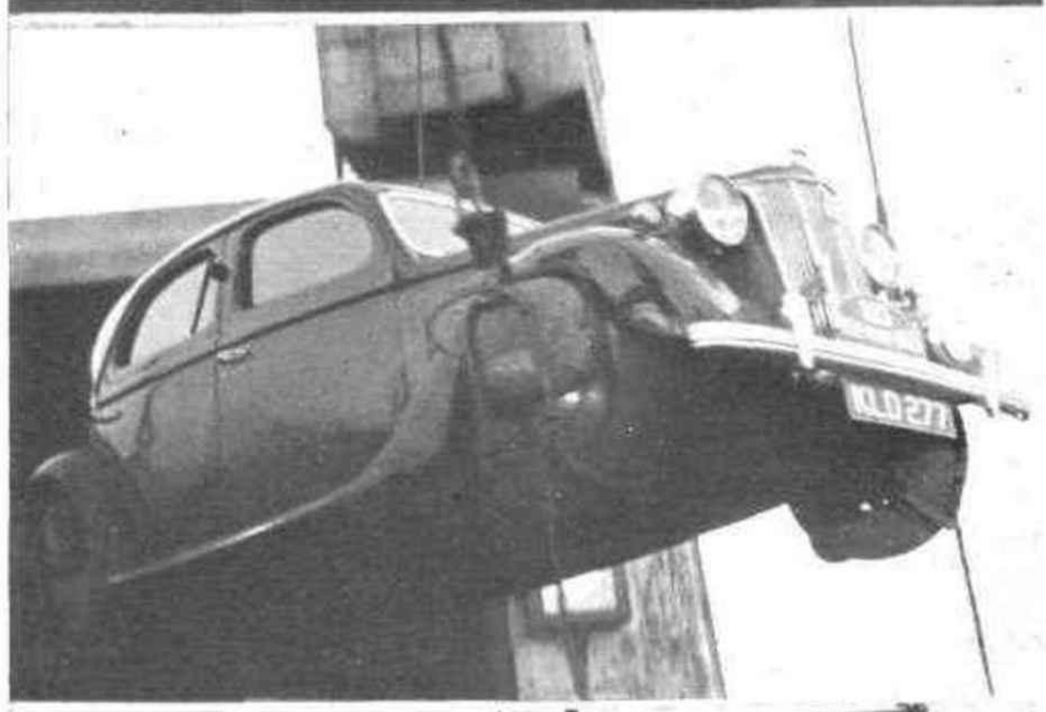


t. J. G. Searle's 2½-litre Riley 3-seater were not sufficient to get it up in the "Exeter."

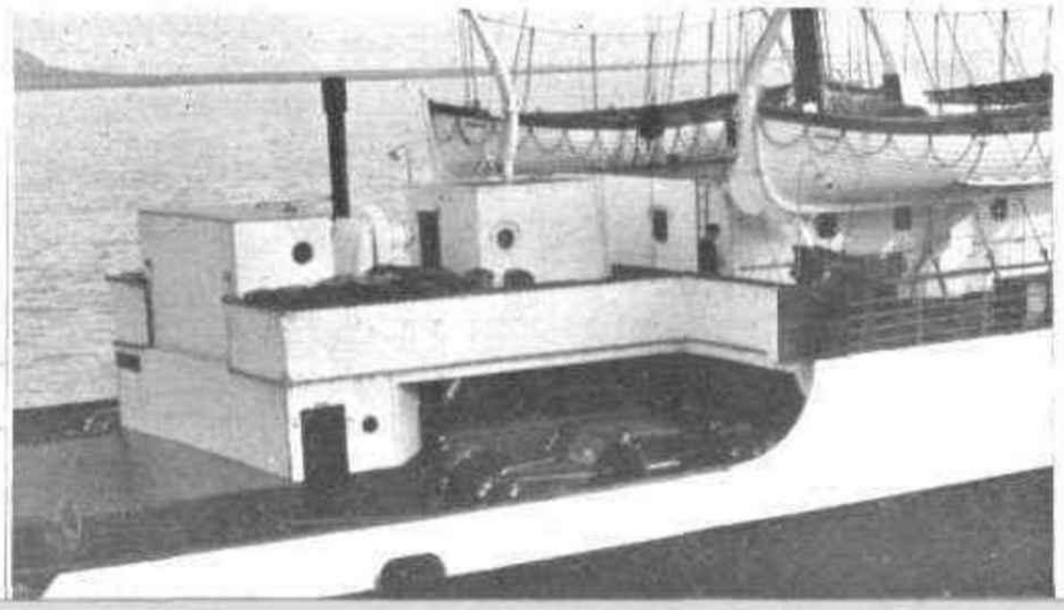
MORE LAMPS!—T. C. Wise's Javelin goes into the Monte Carlo Rally with new Lucas fog-lamps mounted high up and a search-light on its roof.



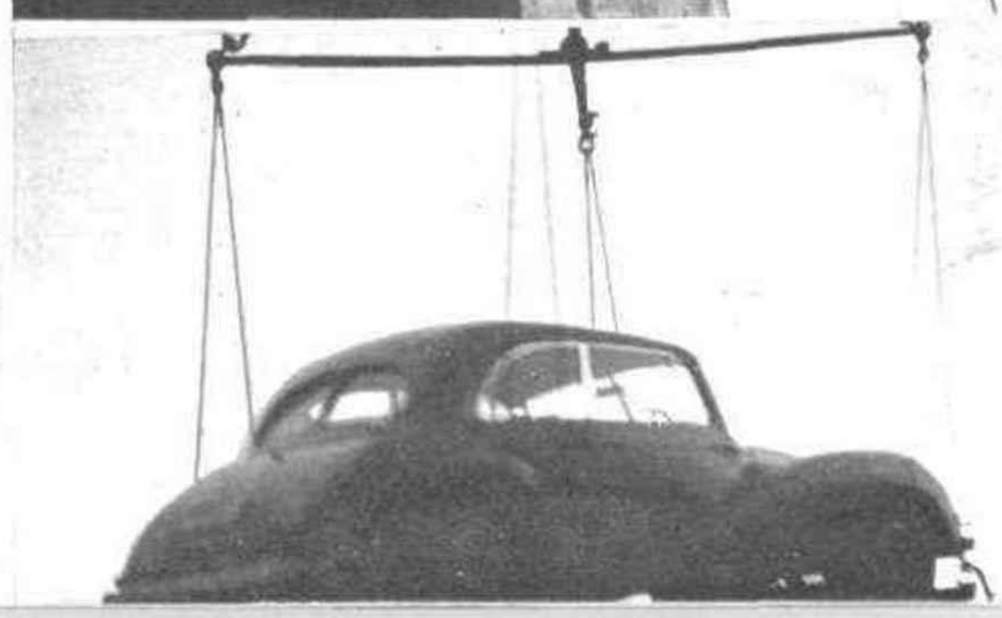
EMBARKING AT FOLKESTONE.—R. Nelson Harris' Monte Carlo Rally Ford Pilot on the sling.



" COSILY STORED."—All the cars were quickly and efficiently stowed on the "Dinard"—a tribute is definitely due to the harbour staff.



OUTWARD BOUND.—An A.C. saloon being lowered into the "Dinard's" hold during the Monte Carlo Rally.



MONTE CARLO RALLY

—continued from page 77

Garrad and Pearman, running together and crisp of exhaust note, Black's Allard, Barslay's Javelin, Brookman's modern A.C. saloon, Rockman's Jaguar, Murphie's Duncan-Healey coupé, which had difficulty in stopping at the Park Lane traffic lights, Leavens' Javelin, and the team of three radio-equipped Hillman Minx in formation.

The route through London was easily followed and most competitors went through at a rousing speed, police cars taking not the slightest notice A Vanguard missed a turning near Peckham, but we were following in the Morris and put the driver right. Indeed, everywhere enthusiasm was at a high level, probably due to the excellent coverage afforded by the B.B.C. Incidentally, needing a fast car to keep up with competitors, Richard Dimbleby chose an Allard coupé, a tribute to that excellent car that did not go unnoticed. At Camberwell Green a policeman was on point duty and waved the cars on with great enthusiasm. The Clifton Service Station on the Sidcup by-pass again laid on food-boxes for all the competitors, free sandwiches and coffee, and rapid refuelling facilities which were much appreciated and made use of by the majority of the competitors. Here, too, really big crowds collected, as the parked cars testified. Carter's Vauxhall seemed to have brake fade and some of the Ford Pilots seemed to drink lots of oil.

Of the unusual fittings and accessories—incidentally closed bodywork is now insisted upon in the Monte Carlo Rally—the "works" Javelins had twin high-set Lucas SFT 700S spot lamps, holders on the facia for two watches, kilometre speedometers and holes drilled in their disc wheels. One had a map-table for the passenger and Wise's car a roof-mounted searchlight, while the Gibson/Klemantaski proved almost unbearably well heated—it had thermometers inside and *outside* the windscreen. The left-drive, rear-engined Renaults had well-padded head-rests for the front-seat passenger, while Leonard Potter's Allard had no fewer than eight forward-facing lamps, including two converging spotlamps, while complex stop-clocks were mounted near the steering column.

Gavson's Ford Ten had an extra, chain-shod, spare wheel on its luggage boot lid, Kemsley's Hillman a spade on its rear bumper, while Franklin's beautiful 4½-litre Lagonda had very powerful lights. Robinson's Javelin had trapdoors in its scuttle to direct hot air to the screen, Reece's Ford Pilot had a chain-shod spare wheel in its roof luggage rack—roof luggage racks were not so evident this year, however—and the new non-dazzle Notek spotlamps were very popular, Duff's Singer S.M. "1,500" saloon using two, as well as a Lucas spotlamp mounted on the near-side screen pillar, and Taylor's Armstrong-Siddeley one new Notek.

The youngest driver was Blumer, in white overalls, and a pre-war Morris Ten saloon with cardboard shield on its spotlamp and its rear plaque resting inside the rear window. Zetter's Allard carried its luggage in an open dickey, Blaaderen's fine Delahaye had a battered Rallye plaque but showed no sign otherwise of an episode, Donald's 2½-litre Jaguar flew a Scottish flag from the base of its radio aerial, while Barslay's Javelin had a roof rack for luggage which also carried the Rallye plaque. Leavens' Javelin had two spades on the roof and a good cigarette supply aboard, Turner's Javelin displayed B.R.D.C. and pre-war B.A.R.C. badges, the rear plaque of Hartwell's Sunbeam-Talbot was *bolted* to the luggage boot lid, Brookman had removed the rear spats from his A.C., while the driver and passenger in Mandow's Rover dispensed with overcoats—whereas others even wore white helmets and ex-R.A.F. flying kit. Price had a spare wheel recessed in each front wing of his Allard, the tyres "Pneugrippered," and Newton's Bristol had dual under-bonnet batteries beneath a Perspex sheet and twin spotlamps below the bumper. A canvas partition gave privacy to the rear compartment of Porter's Javelin, Allison's Javelin had Union Jack transfers on its rear windows, and Mann's Healey saloon was in British racing-green, with straps to its alligator bonnet. Peter Monkhouse drove an ex-Alpine Trial Sunbeam-Talbot with much-louvred bonnet.

All the cars arrived in apparent good fettle at Folkestone, although Kerrucher's pre-war Triumph saloon, which took a wide line into fast corners on the way down, had an ominous creak from the region of one front wheel.

Apart from the competitors, Press cars, such as Fords and a Mk. V Jaguar, also went over. Many crews shaved with electric razors adapted to car-voltages and looked very fresh.

The weather remained lenient, the roads hard and ice-free, in spite of the frost. It is not the organisers' fault that post-war routes are easier, winters far warmer, nor is it their intention that the Rally should deteriorate into a high-speed tour. Nor had it, for by Monday night 32 cars had retired, including Betty Haig's 1½-litre M.G., which, only 100 kilometres covered, had damaged its front suspension in a crash at St. Vallier. She and Barbara Marshall were unhurt.

At Hamburg white-helmeted police waved on the cars from Oslo and Stockholm, and police outriders guided them through the town, in 32 deg. of frost. The first competitor in was Feiner (1,130-c.c. Peugeot), from Stockholm, two hours before schedule. Here Eras' 4-litre Ford, from Oslo, came in with a damaged off-front wing, losing it marks. Mrs. Wisdom's Vanguard, from Monte Carlo, was going well, and the B.B.C. Allard averaged 50 m.p.h. from Boulogne to Luxembourg—incidentally, B.B.C. coverage was *really excellent*. The French police had been efficiency personified, but the Luxembourg control was a bit chaotic, as the Grand Duchess' ball coincided with the Rally. All the Glasgow contingent checked in on time at Amsterdam, the roads again safe but the cold intense. At Brussels, those from Hamburg checked in, after negotiating dirt roads and skidding on ice patches.

Of the Glasgow competitors, Mike Couper's Rolls-Royce, attracting vast attention everywhere, had averaged about 50 m.p.h., cruising at 60-70 m.p.h., its drivers doing two-hour spells; Mrs. Allard put her average at about 45 m.p.h. and said of course her car held the road—"it's an Allard"—while 18-year-old Blumer, in his 1938 Morris Ten, trying to average 40 m.p.h., had managed 37-38 m.p.h., in spite of stops to tighten loose lamps. In the sun the cars went on, their crews warmly praising the Dutch organisation on the Amsterdam route. Before Rheims the going became more difficult, dust making passing a tricky undertaking, but the French continued to render the competitors magnificent assistance. One small car from Stockholm appeared to suffer serious engine trouble on this section. At Rheims it was cold, but the A.C. de Champagne had floodlit the square, marked out parking bays, and laid on free champagne for all. All starters converged here and the club was in an uproar.

Three cars had failed to get through from Lisbon, (apparently M. Picard's 760-c.c. Renault, which crashed, Meneres' 4-litre Ford and Arnaud's 4-litre Ford), but Imhof's Allard and the Wisdom/Black Vanguard were in order and on time. The Rosiers, *pere et frere*, in their 760-c.c. Renault, Trevoux, last year's winner, in his 4½-litre Delahaye, and Chiron and Louveau in their Ford Vedette from Monte Carlo, were also on time. Indeed, no one still running was thought to be late so far in these contingents, except possibly for one Frenchman, but Dr. Herk's Jaguar had crashed badly. However, Franklin's 4½-litre Lagonda had torn off both front wings in Holland when trying to pass another car, and repairs in The Hague lost him 1½ hours, which he nevertheless made up over rough, dusty roads. Morton, his wife as co-driver, had met bad fog-patches and icy roads from Oslo and had put on chains, only to have them break up and wrap themselves round his Vanguard's brake drums. He was six minutes late at Rheims but very cheerful. Hers Kerracher and Croll were either very late or had retired, in their pre-war 1,767-c.c. Triumph Dolomite. Some 100 miles farther on, at Paris, all the remaining Glasgow competitors got in on time after a run over clear roads in fine weather. The B.B.C. Allard was said to have done the run in about 100 minutes. News came through by Tuesday night that 30 competitors had retired before reaching Brussels.

Then it happened! On the long run south during the third night on the road the drivers met six inches of snow on the roads and snow still falling. The B.B.C. was caught out without chains, and the general position became extremely exciting. A very large number of cars failed to report on time at Lyons, but Bartlett and Salvage (Vauxhall) got in within two minutes of e.t.a., and others from Glasgow to check correctly were Allard and Warburton (Allard), White and Spring (Ford), Glenie and Abrahams (Austin), Milton and Edge (Hillman), and Harper and Evan Cook (Hillman). But these were the *only ones* from this country still with full marks.

The Lisbon cars, however, were through before the snow fell on the hills before Lyons, but they ran into it good and proper in the Maritime Alps. Trevoux's Delahaye, the Rosiers' tiny Renault, Imhof's Allard and Wisdom's Vanguard left Lyons on schedule, as did Chiron from Monte Carlo. The first Germans to compete in a post-war motoring event, Einsiedel and Montgelas, also came in on time in their Volkswagen, from Stockholm. But others were up to three hours late or had retired altogether. Mrs. Allard had been seen peering beneath the alligator bonnet of her Allard between Nevers and Lyons, and no news of Mrs. Wisdom's Vanguard had come in. Zetter and Lee (Allard), Couper (Rolls-Royce), the brothers Warwick (3½-litre Jaguar), Walshaw and Henson (Hillman), and Pearman and Chipperton of the Sunbeam-Talbot 90 team, all from Glasgow, were penalised for being late, and Powell and Brackenbury (Vanguard) were later still. Blumer's old Morris was reported out, Brookman's A.C. also, and other retirements were Garson's Ford; while Jones' Morris, Taylor's Armstrong-Siddeley and Price's Allard had not reported. Two of the Hillman Minx team were through, but their captain, Kemsley, was missing—doubtless speaking furious things into his two-way radio—and Robinson's Javelin and Odell's Triumph Roadster were either late or out. Many of those starting from Stolkholm were known to have retired, some skidding into the ditches, some cars even overturning. Riley and Deacon (Morris), from Monte Carlo, had not reported at Lyons.

So the Glasgow and Stockholm starters went off on their final tough drive through the snow into the hills to the finish, Allard still with full marks at Valence.

Conditions worsened and the Rally became all at once tough and highly exciting. It had been snowing for 36 hours as the cars climbed the 3,500-ft. pass to the Digne control, where the Rosiers arrived first. They proceeded to remove the snow from the wings and engine air vents of the rear-engined Renault and Trevoux went off before they restarted. Both had lost marks for late arrival en route, however. The roads between Digne and Grasse were even worse and then the blizzard got really severe, catching the late arrivals at Digne.

At Monte Carlo, gone was the sun shining on the blue Mediterranean. Rain poured down in torrents, but large crowds were out to greet the crews after their long struggle against the elements and personal fatigue. The first car in of all the 282 starters was the 1,290-c.c. Peugeot driven by Dubois and Ch. de Cortanze, the Frenchmen, who got a great ovation as they drew up under the grey, dismal sky on the Monte Carlo harbour road. Trevoux and Lesurque arrived next in the aerodynamic, Italian-bodied Delahaye, bearing No. 1 as befits the previous year's winner, followed by Besquart and Secret in their Hotchkiss. The Rosiers came next, but all these competitors had lost marks save Dubois, and Trevoux lost more by making an error during the acceleration and braking test which all drivers took immediately on arrival.

First British car in was the Imhof-Hutchison Allard, although it had been in collision with a telegraph pole en route. It was followed by the Wisdom-Black Vanguard. All these cars had started from Lisbon and had missed 100 miles of ice and the worst of the snow. After a long pause Harper (Hillman) came in from Glasgow, followed by Allard and Warburton (Allard). Thereafter cars of the Glasgow contingent came in spasmodically—all three Sunbeam-Talbots, Wise's Javelin, Holt's Ford, etc. A Hotchkiss hit a house on the final section and many were the cars that slid into lorries or off the road. Brinkman and Ellis arrived in their Riley from Lisbon. Later an unofficial list gave the placings after the acceleration and braking test, taken immediately on arrival, as:—Allard (Allard), Crovetto (Delahaye), de Jong (Ford), Potter (Allard), Trevoux (Delahaye), Imhof (Allard), Giro (Ford), Kreisel (Renault), Averseng (Simca Eight), Dubois (Peugeot), Baboin (Panhard), Gatsonides (Humber Snipe), Becquart (Hotchkiss), Sangiorgio (Simca Six), Worms (Hotchkiss), Hartwell (Sunbeam-Talbot), Franklin (Lagonda), Scholl's Delahaye), Sprenger van Eijk (Chevrolet), Beckman (Citroën).

Other cars known to have arrived at Monte Carlo include Landon's Renault, Sandt's Renault, Profichet's Simca-Eight, Lacombé's 1,290-c.c. Peugeot, Lauvergnat's Citroen Six, Ramos-Jorge's Hotchkiss, Giro's 4-litre Ford, all from Lisbon; Franklin's 4½-litre Lagonda and Potter's Allard from Glasgow; Jensen's little 1,089-c.c. Skoda from Stockholm, and Scaron's Simca-Eight, Quinlin's Simca-Eight, Blondel's 570-c.c. Simca-Six, and Gatsonides' Humber Snipe, all of whom started where they had finished, from Monte Carlo. Of the 73 British starters, 40 arrived at the finish, but—note this—out of the total of some 300 competitors only five retained full marks of those who arrived at the finish. As we close for Press we learn that, of those gallant five, the Barclay Cup for the best performance by a British car in the road-section of the Rally has been awarded to the 4-litre Humber Snipe which M. Gatsonides and K. S. Barendregt brought through from Monte Carlo.

This year's Monte Carlo Rally certainly turned out unexpectedly tough—suddenly and dramatically, and in a degree reasonably impartial to all competitors, although the earlier starters from Lisbon got off more lightly than some. There is no doubt about it—the Rally is not only a very stern endurance feat for the crews, even in modern closed cars, but it is a searching, all-embracing eliminator of inefficient automobiles, and the final results will be of immense interest in consequence. Sidney Allard lost time in the final section, and Gatsonides' Humber Snipe is amongst the five cars which had lost no marks on arrival. As I write, the examination of cars for defects and the stern final tests have yet to come. The five who will take the tests are: Becquart (3,485-c.c. Hotchkiss), who started from Lisbon; Scaron (1,221-c.c. Simca-Eight); Angelvin (1,221-c.c. Simca-Eight); Quinlin (1,090-c.c. Simca-Eight); Gatsonides (4-litre Humber Snipe, who all started from Monte Carlo. Certainly the interest in the outcome of this year's Rally is greater than ever before, thanks largely to the B.B.C. coverage.—W. B.

[The full results will be published in the next issue of MOTOR SPORT.]

RUMBLINGS

The R.A.C.'s revised Tourist Trophy Race to be held over the new Dundrod circuit in Ireland on September 16th will obviously be one of 1950's classic sports-car races. The regulations were issued just before Christmas and are as follows :—

The T.T.—

(1) DURATION OF RACE. The Race will be run for a duration of three hours.
(2) AWARDS.
(a) The Tourist Trophy will be awarded to the entrant of the car which makes the best speed performance relative to its engine size.
(b) *Classes.* Separate class awards will be offered in the race for the five classes as follows :—
Up to 1,100 c.c.
Over 1,100 c.c. and up to 1,500 c.c.
Over 1,500 c.c. and up to 2,000 c.c.
Over 2,000 c.c. and up to 3,000 c.c.
Over 3,000 c.c.
Class winners will be determined by the greatest distance covered in three hours in each of the five classes quoted above.
(c) *Special Award.* A special award will be given to the competitor covering the greatest distance in the three hours.
(d) *Manufacturers' Team Prize.* The winner of this award will be the entrant of the team of three cars, which completes the full course of three hours running, with the best relative speed performance according to their engine sizes.
(3) VEHICLES ELIGIBLE.
(a) *Chassis.* All chassis eligible for the Race must be examples of normal four-wheel vehicles with *un*supercharged engines.
(b) *Bodies.* The bodies and equipment must comply with the new International Sporting Code.
The R.A.C. may require a duly certified and audited statement from the manufacturer giving proof that at least *twenty* of the type of chassis, together with the body fitted, and including any optional extras, have in fact been catalogued and sold through normal trade channels at home or abroad between January 1st, 1947 and June 30th, 1950. Foreign entries will only be accepted through the A.C.N. of the country concerned and the same audited statement may be required, and will be subject to the scrutiny of appointed auditors of the R.A.C.
(4) FUEL. Only fuel supplied by the R.A.C., of which a specification will be published, may be used during the race or practice. This fuel will be of a type and standard normally available to the public in Northern Ireland at the time when the race is run. Refuelling may only be effected from the competitor's pit by a gravity feed system, provided by the R.A.C., which will incorporate a standard hose and feed.
(5) SPARES AND TOOLS. All spares and tools required during the course of the race must be carried upon the car. Only fuel, oil, brake fluid, water and additional spare wheels with fitted tyres may be held at the pit.
(6) SPARE WHEELS. Each car may have at least four spare wheels fitted with tyres, at least one of which must be carried on the car throughout the race. The first wheel change must be effected with a spare wheel which is carried on the car, and for all wheel changes *only* the normal jacking system supplied with the car may be used.
(7) REPAIRS. Only one person (who may be the driver) is allowed upon the track at any time.
(8) RESERVE DRIVER. One reserve driver may be nominated for each car. In case of emergency, and if approved by the Stewards of the Meeting, this driver may replace the nominated driver.
(9) ALTERATIONS TO, OR VARIATIONS FROM, THE SPECIFICATION. The following items *only* may be altered from, or added to, the current catalogue specification.
(1) The type and make of tyre (the tyre size must remain as specified).
(2) The type and make of sparking plug.
(3) The carburetter settings. (The make, type or number of carburetters may not be changed.)
(4) The ignition setting.
(5) Driving mirrors to comply with the International Sporting Code.
(6) Windscreens must be of laminated glass or perspex or similar plastic material. On open cars they may be lowered if suitable provision for this is made in the production vehicle.
(7) A provision for the sealing of petrol tank filler caps.
(8) Provision of an approved fire extinguisher in bracket.
Other than the above, no items in the production specification may be omitted, and no additions may be made in any detail.

It will be seen that the R.A.C. intends the race to be a production-car event in every sense of the term. The Regulations, indeed, are very similar to those which governed the B.R.D.C. One-Hour Production Car Race at Silverstone last year. After due consideration, we are in entire agreement. After all, if a race is called a *sports-car* race, let it *be* for production-type cars, as far as is possible. Before the war the T.T. regulations were more lenient, with a view to enabling manufacturers to benefit from development modifications, but there was the uncomfortable thought that the car which won was only a distant relation of the cars of the same make which you and I hoped to own. We recall that Aston-Martin, in particular, used to be quite honest about this, making the sensible observation that, if the cars they ran in the T.T. embodied certain non-catalogue features, at least they were practical road cars which wouldn't oil plugs or overheat or make a disgusting din when driven through built-up areas—which was proved by driving the team cars to and from Ulster.

So the earlier series of sports-car T.T. races, which originated in 1928, encouraged perfectly useable, roadworthy sports-cars. But with export sales to win, as well as races, the present Regulations seem to us even more sensible, for the makers of the victorious car, which we all hope will be British, can genuinely proclaim to the world's buyers that there are identical models available in the showrooms in exchange for dollars.

The formula-awarding of the Tourist Trophy will encourage all drivers to go as hard as they can, the class prizes and Team Prize should encourage entries, and the barring of superchargers will not affect anyone, because the blown sports-car seems to have died a natural death, so far as catalogue models are concerned. Moreover, production-type cars cost less to prepare than the more specialised cars once deemed necessary to win the T.T. We can expect an excellent entry list and hope it will include some Continental opposition.

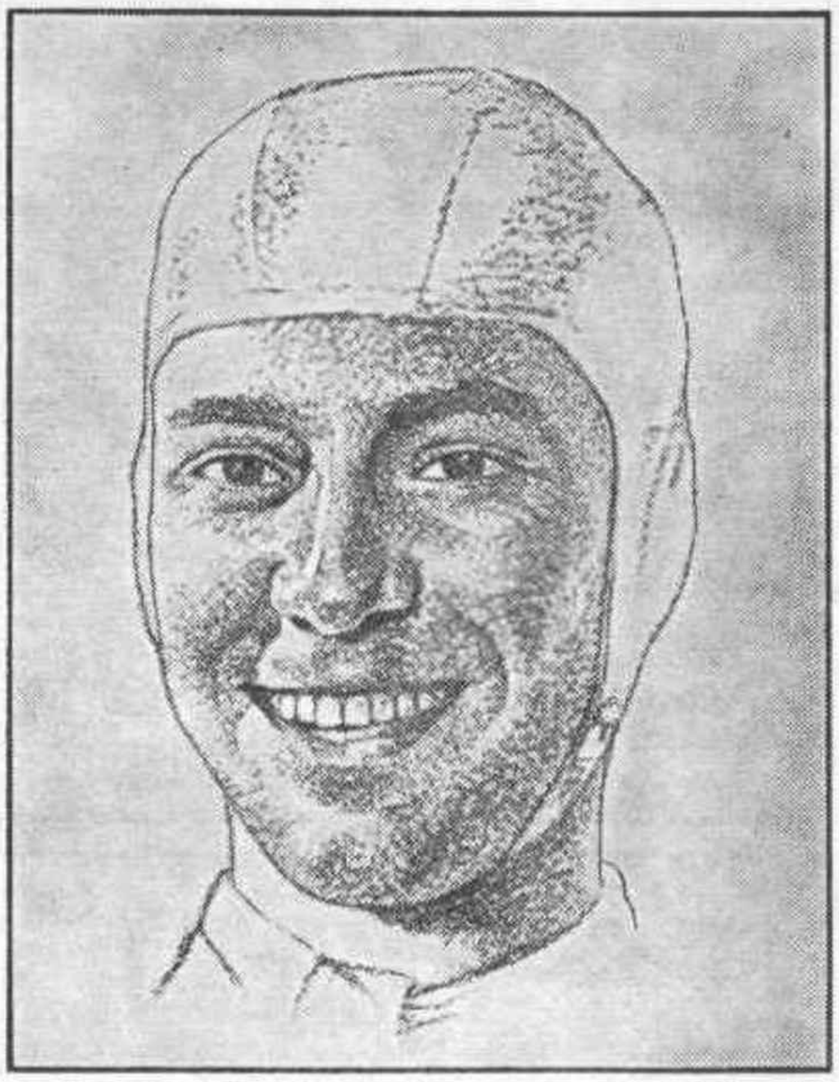
The ruling that one person, and one person only can work on the car and that the car's own spare wheel must be used for the first wheel change, and its normal jacking system be used for *all* wheel-changes, will put a premium on accessibility and sensible design that every potential owner will appreciate. The one-man rule will also hamper fake repairs to cars, parts of which break up during the race and would otherwise be lashed together by hordes of eager helpers.

So altogether we think the 1950 Tourist Trophy will be a fine and important race. Three hours is quite a long run, long enough at all events to determine which production cars have real stamina and which have not. It will be interesting to see how far the winner goes—obviously something approaching 250 miles—especially when it is remembered that in the B.R.D.C. Silverstone Race the victorious Jaguar averaged 82.8 m.p.h. for the hour, and that the Ferrari at Le Mans averaged 82.27 m.p.h. for 24 hours. Meanwhile, we constrain ourselves with difficulty, eager to be off to Dundrod on September 16th.

* * *

Writing of the T.T. reminds us that the entry list for that other great sports-car race, *Les 24 Heures du Mans*, closes on February 28th and will be limited to 60. The race takes place on June 24th–25th and this year those who qualify to run in the Final of the Biennial Cup are : Lord Selsdon, Let-Aviation, Mrs. Trevelyan, Monopole-Poissy, E. Baboin, H. Louveau, Peter Clark, A. W. Jones, N. Mahé, P. Meyrat, R. Lawrie, J. Poch, H. S. F. Hay, A. Lachaize and R. Bouchard.

—And Le Mans



FEBRUARY QUIZ.—Do you know your racing drivers? If so, who is this? Send us a p.c. by February 10th, so that we can publish the Names of the Knowledgeable in the March issue.

In addition, of course, the normal Grand Prix d'Endurance on distance covered, and the Cup Race on formula, will be held.

The Regulations are in contrast to those for the T.T., for certain prototypes are permissible and the cars generally are less "catalogue," although this year 80-octane fuel is stipulated.

This time cars up to 1,100 c.c. have a more lenient deal under the formula or "performance index" but larger cars are expected to go faster. Many British enthusiasts are expected to make the pilgrimage to Le Mans this year—and they should find it well worth while.

So there you have the makings of two fine races—the T.T. and Le Mans. The B.R.D.C. proposes to run its One-Hour Production Car Race (possibly *two* one-hour races if entries justify) during the *Daily Express* Silverstone meeting this year; which will be very welcome and an excellent curtain-raiser (additional to the Blandford race referred to below) to the T.T. the following month.

* * *

—And Blandford

We are glad to learn of another most ambitious race meeting, which the West Hants and Dorset Car Club propose to hold at the Blandford road circuit on Whit Monday, May 29th. Arrangements are somewhat provisional at present, but it is hoped to hold an International Formula III 500-c.c. race in two or three 16-mile heats and a 20-lap, 64-mile final, an invitation Formula II race of 80 miles for the Blandford Trophy and an invitation Production Car Race over about 65 miles for cars complying with the 1950 T.T. regulations, and similarly handicapped, together with a prize for the absolute winner. The idea behind this race is that manufacturers running cars at Dundrod in September can use Blandford as a "try-out," and the W. Hants & Dorset C.C. have approached all the likely manufacturers from this viewpoint.

These races alone should ensure a first-class meeting, and it is probable that a 10-lap race for unblown cars up to 1,100 c.c. (watch that, V-twin Cooper exponents!) will also be held.

The Blandford circuit round the Army camp is a real "road-course" and it only proved dangerous last year due to inexperience and lack of practice on the part of some competitors. S. C. H. Davis, who saw it for the first time last month, expressed himself, we understand, as favourably impressed; he did not think the road unduly narrow. It is hoped to close the circuit for practising from about 1 p.m. to 8 p.m. on Whit Saturday, although building operations and the fact that the Camp is served by public 'bus-services, presents a difficulty. However, the Army authorities are particularly helpful . . .

This sounds as if it will add up to a first-class meeting. Those who decide to run at Blandford will presumably have to give Goodwood on Whit Saturday a miss, unless they can be accommodated at Blandford for practice on the Friday or Sunday. However, probably drivers who have competed at Goodwood at Easter will welcome a change of circuit for Whitsun. Facilities for spectators should be of a high standard. Blandford circuit is just over 3 miles to the lap, has a good tarmac surface, and is about 21 feet wide. The racing-car record is just over 83 m.p.h. and the course is approximately 106 miles from London. Details of the meeting are available from J. B. Jesty, "Treebound," Upton, Poole, Dorset (Tel.: Lytchett Minster 348).

* * *

Subscriptions

It may not be generally known that MOTOR SPORT can now be obtained through the post on the 1st of each month by subscribing direct to 15, City Road, London, E.C.1. With the easing of paper restrictions next month we are able to reopen the subscription list to those wishing to avail themselves of this service, as from March 1st. The annual subscription is one pound; shorter periods (minimum 6 months) *pro rata*.

* * *

Extract Your Promise!

The approach of a General Election behoves every motorist, of whatever party, to extract a promise from his or her M.P. that:—

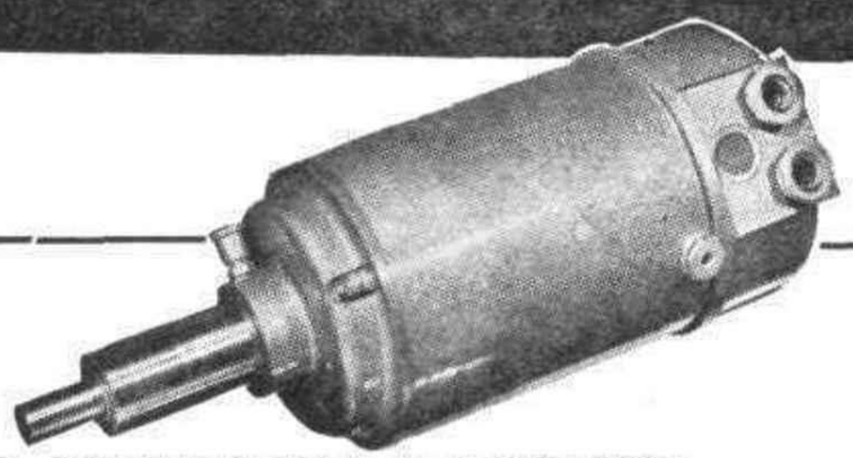
(*a*) Petrol rationing will be reduced or abandoned; (*b*) The unfair h.p. tax on old cars will be dropped in favour of a universal £10 per annum tax, halved if petrol is still rationed and only "basic" is used; and (*c*) The injustice of the Red Petrol law, whereby your licence and your car can be confiscated for a year if red petrol is found in the tank, *without legal defence being permitted*, be instantly abolished.

Will you write to *your* M.P. tonight?

* * *

It seems that the B.R.D.C./*Daily Express* meeting at Silverstone on August 26th is likely to comprise very similar racing to that run so successfully last year, *i.e.*, two short racing car heats culminating in a Final, and one or possibly two one-hour production car races.

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ANOTHER ALL-BRITISH PRODUCT OF THE WIPAC GROUP says George

WICO-PACY SALES CORP. LTD., BLETCHLEY, ENGLAND

MATTERS OF THE MOMENT—*continued from page 53*

bodywork and performance, but very definitely sports-cars. In the famous and proven M.G. Midget, now offered with independent front suspension, the Morgan "4/4," low-looking yet able to win "silvers" in the recent Exeter Trial, and the Singer Nine roadster we have sports-cars for the less affluent and coupon-laden. The H.R.G. persists as a real he-enthusiasts' car, frill-free, hard-sprung and able to go round corners very fast indeed. If there is a gap to be filled it is for the ultra-stable two-seater which one *wears* rather than rides in, a sort of trainer-car for the would-be racing driver, for which a journalist other than the present writer has oft put in a plea—and which the road Cooper may well meet.

The production of these sports-cars is going to bring us dollars and help in pulling this old country round, because, unless political or economic developments bring private motoring to a full stop, races will continue to be held all about the globe with increasing support and enthusiasm and people will require cars worthy of their association with motor-racing. Britain, Vauxhall and Bentley-loving country in the past, is assured of a very fair share of this virile, growing market, especially if she will use the Tourist Trophy race as her shop-window.

Club News

WE HEAR

A. F. Wright has acquired a 1928 Amilcar Grand Sport which he intends to keep as near to original condition as possible. Out in Johannesburg Jeffs Watson has a two-cylinder G.W.K. two-seater believed to be of 1911 vintage, which was apparently exported in 1912 and which survives in very good condition, taking part in a recent Safety Week Procession driven by Mrs. Watson. L. N. Borra hopes to gain his initiation into the Sport, driving the Croysdill-Special Riley which he acquired recently.

In Malvern a reader is overhauling a 1923 air-cooled Rover Eight and writes enthusiastically of its workmanship and finish, while a single-cylinder Riley tri-car of about 1903 vintage changed hands recently. The Photochrom Co., Ltd., have introduced a new set of coloured picture post-cards of British drivers and their cars, featuring Mays, Parnell, Cobb, Heath, Gerard and Gardner. They are available from leading stationers throughout the country. Paddy Halion tells us he has parted with his Type 57 Bugatti and now runs a 1939 Adler saloon which gives very pleasing service. H. L. Frow of Barnetby, Lincs., son of a garage proprietor, has built a neat modern-style sports two-seater, registered as an H. L. F., which has an Austin Seven chassis, brakes and suspension, the frame lengthened 7 in., and lowered 4½ in. The engine is a Ford Eight, later to be replaced by a Ford Ten and the body is of light-gauge steel and aluminium, the whole easily detachable. An aerodynamic Perspex top may be added later. Details came to us *via* the Grimsby M.C. Dr. J. R. Edisbury has changed his Ford and Alvis for a modified Series-E Morris Eight tourer which he finds admirable—controllable, economical and fairly nippy if the gearbox is properly used. Michael Burn has acquired the ex-Arklay A.C. Six-engined Frazer-Nash. To facilitate their business of buying used cars, Raymond Way have fitted one of their buyer's cars with a two-way radio. The 1913 Morgan referred to recently turned out to be an L.S.D. when finally unearthed. In America Peter Helck and Charles Lytle now own the imitation "Chitty-Bang-Bang" which was built about 1922 and run in one of our speed events by Shea-Simmons.

The Herts County Automobile and Aero Club issues a news-sheet called "The Stag Party." K. N. Hutchison's 2.9-litre P3 Alfa-Romeo has changed hands, the new owner being J. A. Goodhew. Anthony Baring plans to race a "Silverstone" Healey this year. The Irish Motor Racing Club hopes to run short races at Phoenix Park on May 20th. An Edwardian Rolls-Royce once used by Mr. Lloyd George is ending its days at a Hackney breakers, according to a *Daily Mail* picture-story.

Arthur Hill, who is appearing in Eros' Films, "The Body Said No," drives a "TC" M.G. Midget.

The article on Sunbeam cars aroused great interest and we learn that P. W. McNaughton has found a Series F twin-cam 3-litre Sunbeam in poor condition, but hopes to install it in another, possibly shorter, wheelbase chassis, Peter Swift has found a well-preserved 1923 "14/40" Sunbeam believed to have run only 37,000 miles since new, while A. Furse-Roberts needs a crown-wheel and pinion for his 1935 21-h.p. Sunbeam.

Down Southsea way John Hanman has disposed of his "Montlhèry" M.G., with blown "PB" engine, and acquired a "K3" M.G. Magnette with "Mille Miglia" two-seater body, Dick Winnicott is modifying and lightening his Mercury Special, and L. Pond has built up a Ford V8 special, using a Cluley chassis of distinctly abbreviated wheelbase, and Rover front axle and brakes, while Geoff. Coles is installing a Type 75 E.N.V. pre-selector gearbox in his well-known Q-type M.G. Midget.

Kent Karslake has acquired a 27-h.p. Hispano-Suiza chassis in case he ever needs spares for his "Barcelona" Hispano-Suiza saloon, which continues to serve him admirably. A Morgan of about 1921 vintage, with M.A.G. engine, has come to light in Leicester, while Robert J. Wickstead has a Bedelia cycle-car with Blumfield V-twin engine and centre-pivot steering—and it goes very well. T. Gilbey writes in praise of his 1930 Jowett "Grey Knight," which is "in beautiful condition and runs like a clock." His firm specialises in these cars and still has some 1927 models on its books, which the owners are determined not to part with.

★

ALTERED DATES

The Bugatti Owners' Club Night Trial has been put forward to February 4/5th. The start is from the "Watermill," Dorking, Surrey, at 9.30 p.m. The Eight-Clubs Silverstone Meeting (Hants. and Berks., "750" Lancia, Lagonda, A.C., Chiltern, Harrow and Cemian clubs) is due to take place on June 3rd, not June 10th as stated last month.

★

NOTTINGHAM S.C.C.

The Annual Dance and Prize-Giving was held at the Plaisance Yacht Club, Nottingham, on December 16th last. Over 130 members attended, including Bob and Joan Gerard, David and Mrs. Hampshire, W/Cmdr. Aitken and others. Joan Gerard presented the prizes and great amusement was caused when Hampshire (E.R.A.) was presented with second prize to Holt (1928 2-litre Lagonda) for a handicap race held earlier in the year! Hon. Sec.: J. Holt, 14, Upper College Street, Nottingham.

★

B.A.R.C.

The British Automobile Racing Club announces in the *J.C.C. Gazette*, that three main and three club meetings will be held at Goodwood this year. The first meeting is of International status and takes place on Easter Monday. A National meeting will be held on Whit-Saturday—the local police being unable to cope with traffic on the Bank Holiday Monday. An August Bank Holiday Meeting has unfortunately been found impractical, but the dates of the remaining fixtures will be released shortly. Sports cars are this year to have their "fair share of the programme."

Improvements at Goodwood which it is hoped will be ready by Easter include opening of the Lavant straight enclosure, extension of Madgwick Corner enclosure, raised banks to give improved views for spectators, a new, enlarged Paddock with covered stalls and parking space for competitors' cars and lorries (and Press cars?), a new race-administration building, a new Members' enclosure as well as

FIXTURES FOR FEBRUARY

C=Closed Event.
C.I.=Closed Invitation Event

1st.—Midlands M.E.C. Film Show, White Swan, Edmund Street, Birmingham.
3rd.—Sheffield & Hallamshire M.C. Annual Dinner, Grand Hotel, Sheffield, 7 p.m.
N.W.L.M.C. Dinner and Dance, Rembrandt Hotel, Kensington, 6.45 p.m.
4th/5th.—Bugatti O.C. 11th Night Trial, "Watermill," Dorking, 9.30 p.m.
5th.—Hagley & D.M.C. C.I. Clee Hill Trial, Bridgnorth.
Hants County & Aero C.C. C.I. Spring Trial, Chilterns.
11th.—Bristol M.C. & L.C.C. C. Full Moon Cup Trial, Mendips.
12th.—W. Hants & Dorset C.C. C. Hartwell Cup Trial.
M.G. C.C. (S.E. Centre). C.I. Trial, Chilterns.
Lancs & Cheshire C.C. C. Trial, Macclesfield.
17th.—Lagonda C.C. A.G.M., "Prince of Wales," Drury Lane, W.C.2.
18th.—Riley M.C. (London Centre). Chilterns Rally.
Ulster A.C. C. Trial.
Midlands M.E.C. Route-finding Contest, from "Man in the Moon," King's Norton.
M.G.C.C. (S.W. Centre). Film Show and Talk, Grand Hotel, Bristol.
19th.—Southsea M.C. C.I. President's Trophy Trial, Hants.
Cemian M.C. C. Kent Cup Trial, N. Kent.
Lothian C.C. C. Half-Day Trial.
Sheffield & Hallamshire. C. Harrison Trophy Trial, Derbys.
26th.—V.S.C.C. C. Bisley Rally and Trial, Bisley.
Peterborough M.C. C. Navigation Trial, Peterborough.
West Midland M.C. C.I. Kitching Trophy Trial, Derby.
N.L.E.C.C. C.I. Jacobean Trophy Trial, Ware.
Tunbridge Wells M.C. C. President's Cup Trial.



CHRISTMAS CARRIAGE!—This excellent Edwardian Standard landaulette featured on John Bolster's Christmas card.

Paddock admission for members, the erection of safety walls, better cloakroom facilities, etc., and, much needed, a pedestrian tunnel between the main entrance and the Paddock. The start and finish lines are now some 70 yards nearer Madgwick Corner. The Duke of Richmond and Gordon is certainly doing all he can to follow in Mr. Locke-King's illustrious footsteps.

The new Club Badge is ready and a dance will be held at Grosvenor House on February 28th. Secretary: H. J. Morgan, 55, Park Lane, London, W.1.

★

ASTON-MARTIN OWNERS' CLUB

The tenacity and widespread enthusiasm amongst members of one-make clubs ensures for them a healthy future. The Aston-Martin Owners' Club is now well under way, with an excellent printed magazine and lapel and car badges incorporating the Aston-Martin "wings." R. G. Sutherland has been elected President. The tenacity comes in with a list of Aston-Martin results in 1949 events published in the December magazine and a little book listing all the known owners of Aston-Martin cars, from the s.v. Bamford and Martins to the post-war David Brown productions. The chassis number, registration number, year and type of each car is given where known. The club is holding a race meeting at Silverstone this year, on July 29th. Hon. Sec.: Dudley Coram, 554, Limpsfield Road, Upper Warlingham, Surrey.

★

CHRISTMAS GREETINGS

Much of the fun of Christmas and the New Year lies in the greetings which MOTOR SPORT receives from its readers and Trade friends—to whom we give our belated thanks. Last year the Christmas post at 15, City Road was heavier than ever. Very nice diaries came from Norman Freeman of Dunlop and Stanley Blake Reece of Liverpool. Calendars were received from Royal Dutch Airlines, T. P. Breen, Jack Leeson and Partners, B. F. H. Davies, the Antone Company, Fina Petroleum Products, Ltd., the Directors and Staff of W. M. Couper, Ltd., Downton Engineering Works, Ltd., Laystall, Ltd., Leacroft, Ltd., Cooper Car Co., the Bristol Aeroplane Co., and Charles Batte.

The Christmas cards made a very brave show. Leonard Potter's night scene from last year's Alpine Rally came by air mail from France, Kenneth and Jo Neve sent a picture of "30/98s" and Bentleys lined-up at Silverstone, John and Betty Bolster's card depicted their delightful Edwardian Standard landaulette, Basil Davenport naturally sent a Shelsley Walsh action shot of his famous "Spider," Mr. and Mrs. K. N. Hutchison an aerial view of Whitewaysend House, Jack Reece preferred a humorous racing picture, Penny and Rivers Fletcher sent an unusual view of "Noddings." Kathleen and Job Bowles' card showed the well-known "Ulster" Austin Seven at Luton Hoo, Bill Holt was seen at speed in his H.R.G. and C. E. Allen was appropriately astride a belt-driven motor-cycle. Harold Biggs was standing beside his trials Austin Seven to be, Mary and Pat Whittet were accompanied by an intriguing looking "special," and Leonard Taylor sent an elaborate humorous drawing of an early steam coach exploding, remarking that he hopes his 1911 Stanley steamer will never behave thus! Still the list has scarcely commenced. There were cards from the Bentley Drivers' Club, Julian Fall, Monica and Twink Whincop, Mr. and Mrs. Holland Birkett, Mr. and Mrs. Butterworth, Bob Johnston of Jo'berg who sent a picture of a fine Silver Ghost Rolls-Royce tourer, Joe Lowrey, John Savage and Francis Gabb, Nicholas Fisk, R. L. Green of the V.C.C., the Veteran Car Club itself, Martin Brunt, showing a 125-c.c. Moretti, Lemon Burton's and Edward Hyde's Bugatti Owners' Club cards depicting Symondson's victorious 57S Bugatti at Silverstone, Dr. and Mrs. J. R. Edisbury's card and others from the Aston-Martin Owners' Club, Mr. and Mrs. Francis Hutton-Stott, the Community Flying Club, "Steady" Barker, Averil and Bunty Scott-Moncrieff, Gillie Tyrer, Donald Pitt, R. R. Pulman, Patrick R. Sullivan-Tailyour of H.M.S. *Dolphin*, who has a 1925 Red Label 3-litre Bentley, and Tony Crook, whose card showed his Alfa-Romeo at Silverstone. Of the cards which still decorate the Editorial office as we write must be mentioned a magnificent reproduction of a painting of Princes Street, Edinburgh, from Harry Shaw of Lucas, Costin Densham's impression of the Hutton at speed, Lodge Plug's London omnibus at Trafalgar Square, bearing the Lodge advertisement, Ken Wharton's card depicting a pre-war o.h.c. Austin, an artistic Alvis study from Alton Garage, Alan Hess' A90-at-Indianapolis card, a picture of his 2-litre Lagonda from A. C. Rees of the Lagonda Register, a Jersey action drawing from John and Kay Timmins, a grand Giles' cartoon parodying the "Get Home Safe" posters from John W. Shackel and a Javelin in a summer setting from John Baldwin of Jowett Cars. Indeed, the list is so lengthy as to preclude individual mention of all the original and beautiful cards we received, and we must content ourselves with merely naming the senders—C. R. Abbott, Reg. Phillips of the Sheffield and Hallamshire M.C., E. M. Main of Bahrein, Arabia, W. Lyons of Jaguar, the Shell Touring Service, Ian Easdale, the Eastbourne Publicity Committee, A. M. Beardshaw, also of the Sheffield and Hallamshire M.C., E. W. Rankin of Jaguar, John L. Balleny, John Upton of the Royal Automobile Club, David C. Hull of the Witley and D.M.C. and L.C.C., the *Light Car*, Car Mart, Ltd., S. C. H. Davies of the *Autocar*, A. S. Whitehouse of Ford, Mr. and Mrs. J. N. Morton, R. Anthony Jackson of Aston-Martin, the B.B.C., F. B. Taylor ("just a satisfied reader"), R. Clements of the Chloride Electrical Storage Co., Ltd., Piet Hyslager of Soest, Holland, Norman Garrad of Sunbeam-Talbot, J. Bullen of Allard, Ken and Guorun Burgess of the Bristol M.C. and L.C.C., C. W. P. Hampton, Lt.-Col. A. T. "Goldie" Gardner, O.B.E., M.C., Bradley and Doreen Hunt, Geoffrey Smith of Iliffe and Sons, Stuart and Denise Wilton, Fred and Miriam Anning, H. M. Bentley and Partners, Peter Bolt of the Bristol M.C. and L.C.C., K. C. Radburn, John Morgan of the B.A.R.C., Lieut. A. B. Demans, R.N.V.S.R., C. G. and Roland Duce, John Gott, Royal Dutch Airlines, Irene Bancroft of F. R. Pritchard Wood and Partners, Mr. and Mrs. Roland Foster, Sir Alastair and Lady Miller, Mr. and Mrs. J. B. Th. Hugenholtz of Holland, Ron Barrett, Mr. and Mrs. Jack M. Reiss, the Brighton and Hove M.C., Paddy Halion, Shaun and Margaret Venning, H. R. Godfrey of H.R.G., Peter Reece, J. B. Jesty of the W. Hants and Dorset C.C., W. A. Baldwin, Automenders, Ltd., M. P. Thomas of the High Flash Petroleum Co., J. E. G. Fairman, Hubert

Pickup of the British Empire M.C. of Toronto, one of our younger readers, Richard Brown, Character Cars, the Jabirews Racing Stable of Switzerland, the I'A.G.A.C.I.,, Floyd Clymer and possibly some others we may have overlooked. All these expressions of friendship and enthusiasm are greatly appreciated in these offices and we earnestly reciprocate the good feelings amongst all our readers, wherever they may be.

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THE CHRISTMAS SPIRIT !

We had a rather dismal experience on Christmas morning. Opening *Everybody's* we started to read an article by Beverley Baxter, M.P., entitled " Fifty Years Back —and On." All went well until we came to a sub-heading: GREATEST MASS MURDERER. The mind swung towards the first tanks and the atom bomb, but we read: "There was no wind-screen on the automobile; the speed was about 15 m.p.h., and whenever it stopped—which it did every few miles—the driver had to lie on his back underneath its belly. An amusing novelty which would have its day. It did not occur to us that by the time the twentieth century had covered half its allotted span the motor car would not only have become the greatest mass murderer in all history, but by its numbers would slow-up traffic in the great cities to something far slower than the era of the horse ?"

Throwing the paper down in disgust we went for a walk, and there were all the little motor cars of the people—there were also quite a few sports cars—going gaily about their Christmas errands, filled with children, parents, and presents. It was difficult to see in these Christmas drivers potential mass-murderers looking for someone to kill! We reflected that the previous day we had managed to avoid a woman who stepped suddenly off the kerb with her back to us round a bend on a country road and can assure Beverley Baxter that we were genuinely glad we *had* been able to avoid her. Any school child, on reflection, will realise that mass murderers kill deliberately and with malice, whereas motorists have accidents they dearly wish to avoid. It is time this ridiculous labelling of the motorist—who as an individual averts far more accidents than he causes—a mass-murderer is ended. In seeking for sensationalism (or was it his perverted sense of humour ?) Beverley Baxter must have disgusted all those readers of *Everybody's* who are motorists, not to mention his more mobile constituents. We place some of the blame, too, on the Editor who inserted the "Mass Murder" sub-heading; curiously the caption to a picture of the General Strike used to illustrate Baxter's article remarks on the "helpful spirit of motorists who loaded their cars" during the Strike—luring victims to their doom, no doubt.

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INFORMATION PLEASE !

MOTOR SPORT receives numerous letters and telephone calls concerning the dates, times and starting points of all the motoring fixtures, from the Grand Prix d'Europe to the most humble trials and driving tests. Therefore we would ask Club secretaries or Press officers to send us this information in respect of all events on their calendars, so that we can pass it on to enquirers. In the past we have either received the date of an event without any intimation as to where it will be run, or, because it takes place too late for inclusion in the next MOTOR SPORT yet before the subsequent issue is due to be published, information has been withheld entirely. In future, please send to 15, City Road, E.C.1, the requested data, even if our normal Press day, the 20th of the month preceding the date of publication, has passed. Sometimes it is possible to include such Stop Press matter, *results* as well as notices of forthcoming events, and even if publication is impossible, such information will be carefully filed for the benefit of enquirers.

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THE GRAND PRIX d'EUROPE

Even before Christmas MOTOR SPORT was receiving enquiries as to where Silverstone is situated and how tickets for the Grand Prix d'Europe on May 13th can be booked. All such enquiries should be sent to the R.A.C., Pall Mall, London, S.W.1. A record crowd is likely to be seen at this race.

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BURNING THE CANDLE . . .

Basil Cardew's aim is to discover motor and general transport news for the *Daily Express* and consequently he lost no time in riding in the 1937 Opel which F. A. Crawley of Nottingham claims to have converted to run on solid fuel. Not only that, but he says his Opel goes faster than before, cruises at 55 m.p.h., and does 50 miles on a pound of candles, carbon from piston tops, steel balls and suchlike. The modifications comprise a larger carburetter, bigger battery, 13-jet vapouriser, atomiser cylinder and expansion tank—said to cost £50. In the *Daily Express* of December 28th last



EPISODES FROM HISTORY: 3—And what an episode! Tardini's Alfa-Romeo, spraying oil from a leak, put the lubricant among the chicanes in the 1936 Monaco G.P. It was raining as well and you see what happened. Chiron's Mercedes-Benz (10) went slap into the sandbags. Farina's Alfa-Romeo (30) did likewise and was rammed by Brauchitsch's Mercedes-Benz (14). Brivio's Alfa-Romeo (32) added to the pile-up and Trossi's Maserati joined in later. Williams' Bugatti can be seen squeezing through as officials pull away a barrier. Of the crashed cars, only Brivio's and Trossi's went on; The race was won by Caracciola (it was pouring with rain, remember!) in a Mercedes-Benz at 51.95 m.p.h. from the Auto-Unions of Varzi and Stuck.

Basil Cardew splashed Crawley's story and confirmed the performance figures. But in a later edition, after Crawley's car had been brought to London (on 2½ lb. of candles ?), Chapman Pincher had a look at it and Cardew changed his opinions, stating that he was not satisfied the engine would run on solid fuel alone, that the liquid fuel used does not harm the engine or that the waste vapours in any way contribute to the power. So there we are—or where are we ? For a moment we thought friend Cardew had something and that soon we should need paraffin books and candle books, as well as petrol books.

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B.D.C.

In view of the numbers of smaller clubs who will soon be planning race-meetings at Silverstone, the following Income and Expenditure account in respect of the successful day at Silverstone last year organised by the Bentley Drivers' Club will repay careful study.

Expenditure

	£	s.	d.	£	s.	d.
Royal Automobile Club :—						
Hire of Circuit	42	0	0			
Promoters' third party liability insurance	3	5	0			
Hire and replacement of straw bales	25	0	0			
Use and erection of rope fence	10	0	0			
Two ambulances and first-aid party	10	10	0			
Breakdown and fire tender...	5	0	0			
Five British Legion attendants	5	0	0			
				100	15	0
Antone Co.—public address equipment and telephone circuit				37	10	0
Hire of tents and latrines ...				18	0	0
Printing :						
Supplementary Regulations	22	2	2			
Results	3	18	6			
				26	0	8
Promoters' liability to officials insurance				3	0	0
Timekeepers' fees and expenses				5	18	6
Police				5	12	6
Hire of fire extinguishers ...				4	0	0
				200	16	8
Prizes (13 first and 26 second)				47	11	2
				248	7	10
Balance—Excess of income over expenditure				2	13	2
				£251	1	0

Income

	£	s.	d.	£	s.	d.
Entry fees (85 at 2 gns.) ...	178	10	0			
Less : Competitors' third party liability insurance	7	10	0			
				171	0	0
Profit on sale of programmes :						
Takings (1s. 6d. each) ...	45	10	0			
Advertisements (2 gns. per page)	8	8	0			
	53	18	0			
Less : Cost of printing ...	50	18	0			
				3	0	0
Car park takings (10s. per car) (net)				77	1	0
				£251	1	0

Notes :

1. The club already possessed the necessary armbands.
2. Catering was undertaken by an independent contractor.
3. It has not been possible to segregate the cost of postages, telephone calls and other administrative expenses which might be attributed to the Meeting.

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TALKERLEY

On January 4th, at the Royal Aircraft Establishment at Farnborough, Rodney Walkerley held a mixed audience which packed the lecture hall enthralled for nearly three hours, when he spoke on the subject of Grand Prix racing. So entertainingly and informatively does Walkerley put this subject over that, if it were not for his journalistic commitments, we would suggest that he give this talk in every town in Britain, afterwards calling for a silver collection for the B.R.M. Fund. He showed slides of pre- and post-war Grand Prix cars, of famous circuits and famous drivers in action. Technical data was leavened by humorous anecdotes and, if Nuvolari was credited with earning £25,000 a year as a free-lance driver, the speaker left us in no doubt but that Tazio earned every penny of it. He said that at present only ten, or perhaps twelve drivers go motor-racing, the others either trying to race or being content with high-speed driving. Interesting facts which we had forgotten included the whole afternoon which cadet-driver Kautz was made to do at Nurburg *practising starts and starts only* when he joined Mercédès-Benz, the fact that Rosemeyer made 75 attempts on short distance standing start class records before attempting to break them, that Grand Prix cars before the war were credited with 192 m.p.h. down the straight at Rheims, that Mercédès inflated their 22 by 7 rear tyres to 70 lb./sq. in. of nitrogen, and that pressure refuelling at the rate of 4½ gallons a second sometimes burst the car's tank. Walkerley packed an immense amount of data into his talk and included pictures of the B.R.M. He is to be warmly congratulated, even if some of his dates were a trifle astray—for example, the first Grand Prix, won by Szisz, happened in 1906 not 1908, Alfa-Romeo didn't race before the Kaiser war, not until 1919 in fact, while Montlhèry opened in 1924, not 1927.

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BELATED

During the war, when we were exiled in Farnborough, we discovered that good walking-country flanked that intriguing bit of the A 30 road above Blackwater known as the Hartford Bridge Flats. This level, open, dead-straight stretch, encountered when you are 32 miles clear of London, was a famous early-morning testing ground in the pioneer days of motoring. Many famous cars were timed along it, including, we believe, " Algy " Guinness' 200-h.p. V8 Darracq.

And, as we said, the gorse-covered heathland flanking this road was delightful country. On war-time Saturday afternoons when there was still some " basic " available we used to select either an early Austin Seven or a twin-carburetter Gwynne Eight and drive up to the Flats, there to await the arrival of a friend journeying up from the West Country in an aged Riley Gamecock. Today the scene has changed. The buildings, runways and sheds of Blackbushe aerodrome have placed much of the area out of bounds. The road across the common is now flanked by rows of Nissen huts serving as untidy dwelling-places. Brick buildings, flanked by ladders and barbed wire, aerials, posts, water towers and windsocks disfigure the open space that remains and even in daylight the pine trees on the sides of the surrounding hills and the cottages nestling in the hollows are spoilt by drem-lamps burning at the top of unsightly poles. Recently, however, the Hampshire County Council, in its sign-erecting fever, has put up a notice, " No litter, penalty £5." Doesn't it realise that the " litter " is there already ?

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GRAND FUN

The following is a translation of a news story which was splashed on the front page of *Le Journal de Biarritz* of November 29th last.

Last Friday, one of our worthy citizens, Mr. Luis de Ortuzar, who is of Basque origin, but at present living in London, covered the 789 kilometres (488 miles) which separate Paris from Biarritz in 8 hours 23 minutes, an average of 58.125 m.p.h.

Taking into account the innumerable difficulties when leaving Paris and passing through large cities such as Tours, Poitiers and especially Bordeaux, this is a veritable record. Thanks to the kindness of Mr. Ferdinand Ilirigoyen, we were able last night to speak to Mr. Luis de Ortuzar in his rooms at the Hotel Plaza, Biarritz, where he is staying.

" Believe me," he declared, "I did not set out to do it. I left the Hotel Meurice in Paris at 8.5 a.m. in my new English Jaguar Mk. V 3½-litre car and had no intention of beating any record. It was during the journey when I discovered the ease with which I was travelling that I fully pressed home the accelerator. The road was beautiful. I had the good fortune to find not a single level crossing closed and it was after passing through the province of Landes at an average speed of 140 to 150 k.p.h. (87 to 93 m.p.h.) that I arrived at Biarritz at 4.28 p.m.—that is to say 8 hours and 23 minutes after leaving my Paris Hotel.

" I offer £1,000 sterling (1,000,000 francs) to anyone who can do better. I know very well some will say that they can, and have done better, but in all sincerity I do not believe it. I am, therefore, willing to award a prize for a kind of Paris–Biarritz Rally and £1,000 sterling to whoever can beat my record in an ordinary touring car made in 1949 or earlier."

Our newspaper (*Le Journal de Biarritz*) is ready to organise and control a trial of this kind if any candidates come forward.

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CEMIAN M.C.

The Cemian Motor Club held their annual dinner and dance at the Rembrandt Hotel on January 7th ; 152 sat down to dinner. The toast of the club was proposed by Col. Worsley, D.S.O., M.C., M.A., the Principal of the College of Estate Management, to which the club is affiliated.

Amongst the guests the club welcomed Superintendent Taylor and other members of the Hendon Police Motor Driving School.

After dinner the awards for the year were presented by Mrs. Worsley, and the remainder of the evening was given up to dancing and other frivolities, notable amongst which was a repeat performance of Ian Palmer's rendition of a Bugatti going up Shelsley Walsh, together with running commentary.

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LUCKY MAN !

The Italian Communist Party plans to make Stalin a birthday present of a £5,000 Alfa-Romeo. However, according to the *Daily Telegraph* of January 10th, there are difficulties in squeezing it beneath the Iron Curtain.

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MIDNIGHT MATINEES

The B.A.R.C.'s film show at the Curzon on January 13th was a vast success, even if many members did not get to bed until the very small hours. The 450-seat cinema was destined to be packed to capacity by 11.30 p.m., the queue which

waited to be admitted and the sporting carriages parked about Mayfair entirely baffling patrons of the last house of "Bicycle Thieves" as they emerged into what is usually, at that hour, a peaceful and deserted London. Lord Howe graced the show with his presence and it ran for some two hours. We saw B.B.C. Television, Gaumont-British and Movietone news-films of current motor racing, pre-war films of Indianapolis and classic Grands Prix, and the great Shell film of Silverstone's British Grand Prix (with those amusing shots of Chiron's "cross-country" and de Graffenried's feverish search for fresh gloves to offset the thrills and the drama). We were shown films of a Barnet to Manchester J.C.C. Trial, when the Mayor met the drivers of the primitive small cars—we spotted Albert, Riley, two-seater A.V., G.N., Rhode, spick and span Coventry-Premier three-wheeler, etc.—of the first and subsequent 200-Mile Races, of motor-cycle T.T. races, of the German cars at Roosevelt speedway. We had a cartoon, a parade of bathing beauties (must remember to get hold of an International Fixture List of these events!), films of Goodwood, showing the Lowrey and Rolt/Gerard accidents and an excellent full-length French film of the 1948 Monaco Grand Prix, showing the *equipe* vans arriving in the principality and impromptu off-duty shots of Parnell, Chiron, Farina, "Bira," de Graffenried and others, together with excellent technical shots of the cars. There were fine views of Alms Hill, *circa* 1921, showing Douglas, Wolseley, G.N., G.W.K. and others, and of a speed hill-climb at South Harting, including "8/18" Talbot, Morgan, "Brescia" Bugatti and the G.N. "Kim."

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THE B.R.M. FUND

A proposal has been put forward by the Midland Automobile Club that, in order to help in upholding British prestige both at home and on the Continent, a mobile workshop should be presented to British Racing Motors by interested clubs.

The cost of the vehicle will be approximately £2,500, and a suitable chassis, design and fittings have been approved.

A substantial sum has been promised by Rootes Ltd., and many items of equipment presented by other manufacturers.

A small Committee will be appointed consisting of one member of each of the larger clubs from which subscriptions are received.

The Midland Automobile Club is itself recommending the gift of £100.

It is suggested that the names of clubs contributing to the fund shall be engraved on a plate to be *affixed* to the Mobile Workshop.

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THE 1950 BRITISH TRIALS DRIVERS' STAR COMPETITION

We have received the following statement from the B.T.D.A.:

At the end of the year the British Trials Drivers' Association will award a Championship Star or Stars for the best aggregate performance or performances in a number of English road motoring events, mainly of the reliability trial type, by a Member or Members of the Association.

The number of such stars will normally be one, but more may be awarded at the discretion of the Committee.

Only paid-up Members may compete and new Members will be allowed only to claim marks on Events which they have nominated, subject to their nomination and subscription being in the hands of the Secretary before their first nominated Event.

There will be no entry fee for the "Star" competition.

Subject to the Competition Rules of the R.A.C. the Committee of the B.T.D.A. will be the sole judge for any Award.

Members competing for the Trials Star will not have to enter for any one particular Event. Marks towards the Trials Star may be obtained in the best six Events out of a maximum of eight nominated Events from the list below and as issued and approved by the Association's Committee. This has been drawn up this year as a reasonable balance between Northern, Midland and Southern Areas from the list of Classic Events approved by the R.A.C., together with certain additions.

Members desiring to compete for the Trials Star nominate from this list up to eight Events, from which the best six will be counted for the "Star." Their complete nomination must be in the hands of the Secretary in writing before the closure of entries of the first event of their nomination. Should an Event be cancelled for reasons outside the control of either the R.A.C. or the Promoting Club then another may be substituted in its place. A change in any other nomination may be accepted at the discretion of the Secretary, but any such change must be notified in writing BEFORE the closure of entries of either the substituted event or that which it replaces.

THE MARKING SYSTEM WILL BE AS FOLLOWS:—

Ordinary Events:

Wherever the Regulations for an Event provide a Premier Trophy or similar award determined by an order of merit irrespective of class (*i.e.*, best performance) or when such can be readily determined from the official results (using method of settling ties as stated in the regulations, for example) marks towards a B.T.D.A. Star total shall be allocated on the following basis:—

In an event where there are more than 25 officially listed starters, the maximum marks for the winner will be 25, second 24 and similarly third 23 marks and so on. The competitor occupying 25th position will receive one mark, whilst those at a lower position than 25th will receive a similar mark as a finisher.

In an event where there are less than 25 official listed starters, one mark for every competitor so listed will be allocated.

The total addition of these marks will be the marks allocated to the winner, *e.g.*, there are 22 starters, the winner will take 22 marks, second 21, and similarly third 20, and so on.

The above is based on order of merit irrespective of class.

In both cases, starters who do not finish will gain one mark.

No additional marks will be awarded for Trophies, Team Awards, etc.

The above marks are based on all competitors who start irrespective of whether they are B.T.D.A. Members or not.

Applications for Events not on the approved list to be made eligible will be considered by the Committee provided that the application is supported by at least six Members of the B.T.D.A. No promise can be given that the eligibility of the Event will be approved and in any case it cannot be introduced this year, but will, if agreed, be added to the list for 1951.

During the season the Committee will issue periodically a provisional marks analysis.

Competitors should note that the number of scoring events is limited by a maximum, but there is no minimum. Hence a competitor might be able to qualify for an award by competing in a fewer number of events if he feels he has been able to secure sufficient marks.

Competitors are quite free to compete in events which they have not nominated, but such events will not count so far as their personal score is concerned.

Marking will be based upon official results sheet issued by the Promoting Club concerned, but it will be the responsibility of each competitor to bring to the notice of the B.T.D.A. Committee the results of any protests which might affect the marking of any B.T.D.A. "Star" competitor in this competition.

The following list of 18 Events is to be used in selecting the maximum of eight, from which the best six will be counted for marking.

Date	*Promoting Club*	*Title of Competition*
Feb. 5th	Hagley & District Light Car Club	Clee Hill Trial
Feb. 19th	Southsea Motor Club	Presidents Trophy Trial
Mar. 11th	Sunbac	Colmore Trophy Trial
Mar. 19th	Yorkshire S.C.C.	4/44 Trophy Trial
Mar. 26th	M.G. C.C. North West Centre	Cockshoot Trial
—	L. & C. C.C.	Derbyshire Sporting Trial
—	Plymouth M.C.	200 Challenge Trophy Trial
Sept. 2nd	L. & C. C.C.	Davis Trophy Trial
—	Taunton M.C.	Allen Trophy Trial
Sept. 24th	West Hants & Dorset	Knott Cup Trial
Sept 30th	Cheltenham M.C.	Cheltenham Trial
Oct. 21st	M.C.C.	Sporting Trial
Oct. 22nd	Sheffield & Hallamshire M.C.	High Peak Trial
Oct. 29th	Maidstone & Mid-Kent	Bossom Trophy Trial
Nov. 18th	Harrow Car Club ...	Cottingham Memorial Trial
Nov. 26th	Kentish Border C.C.	Trial
Dec. 2nd	North West London M.C.	Gloucester Trial
Dec. 16th	Bristol M.C. ...	Roy Fedden Trial

* All Closed Invitation Events.

The above dates where mentioned are taken from the Provisional Fixture List and may be subject to alteration. The dates for the remainder are not yet actually decided, but it is safe to say that no two events will be run on the same date. It will be the responsibility of the Member to insert the dates as soon as the R.A.C. provide the final fixture list.

The Hon. Sec. of the B.T.D.A. is: D. G. Flather, Standard Steel Works, Tinsley, Sheffield.

CHAIN CHATTER

by

"CARROZZINO"



THE introduction, by the F.I.M., of the World Championships for the various classes during the past season proved to be an unqualified success. Apart from the fact that this country won three out of the five championships, the series as a whole have proved to be a first-rate idea and have more than helped to promote greater interest in the Grand Prix motor-cycle events. Keen, but friendly, rivalry between riders from all the European countries, as well as rivalry between manufacturers, has been the keynote of all the Grand Prix events of the past season. Although Italy had it all her own way in the 125-c.c. and 250-c.c. classes, while we had a virtual monopoly in the 350-c.c. class, the truly international battles that took place in the 500-c.c. and sidecar classes have produced some of the finest road-racing yet seen.

There was no doubt whatsoever that the F.I.M. would continue the series for 1950. In the main the rules governing the Championships follow those used in 1949, but various modifications have been made, in the light of experience gained in the Championships' first year. The French Grand Prix has regained its status as a "classic," thus making a total of seven Grand Prix events rated as "classics" and counting for the World Championships. These seven are the French, Belgian, Swiss, Dutch, Italian and Ulster Grands Prix and our own Isle of Man T.T. The five classes, as before, are 125-c.c., 250-c.c., 350-c.c., 500-c.c. and 600-c.c. sidecar, there being Championships for the rider in each category and also for the manufacturer. Points will be scored by individual riders on the basis of eight for a win, six for second place, four for third place, three for fourth, two for fifth and one for sixth. In view of the rather unfortunate misinterpretation of what constituted "fastest lap" during the 1949 period, the point for fastest lap has now been dropped.

Various recommendations have been passed with regard to the running of classic events, the circuit chosen must be a well-established one in the history of the sport, and, of course, must receive official approval by the Commission Sportive Internationale, while events may not be held on the same day on the same circuit as a car race, and if a car race is scheduled to use the circuit, then the motor-cycle race must be held first. At first sight, this last recommendation appears to be rather a hard one, especially in the cases of the Swiss and French events, who normally run combined meetings, but it has been felt necessary to make this rule as some trouble has been experienced due to motor-cycles having to race on a circuit heavily impregnated with tyre rubber left by racing cars. While the existence of a coating of rubber and oil on the corners does not worry the driver of a sidecar outfit, it can be very worrying to a solo rider who is far more reliant upon the coefficient of friction between tyre and road surface. Even the rider of a 125-c.c. machine can get into trouble on such corners, while the 500-c.c. chaps have a very bad time.

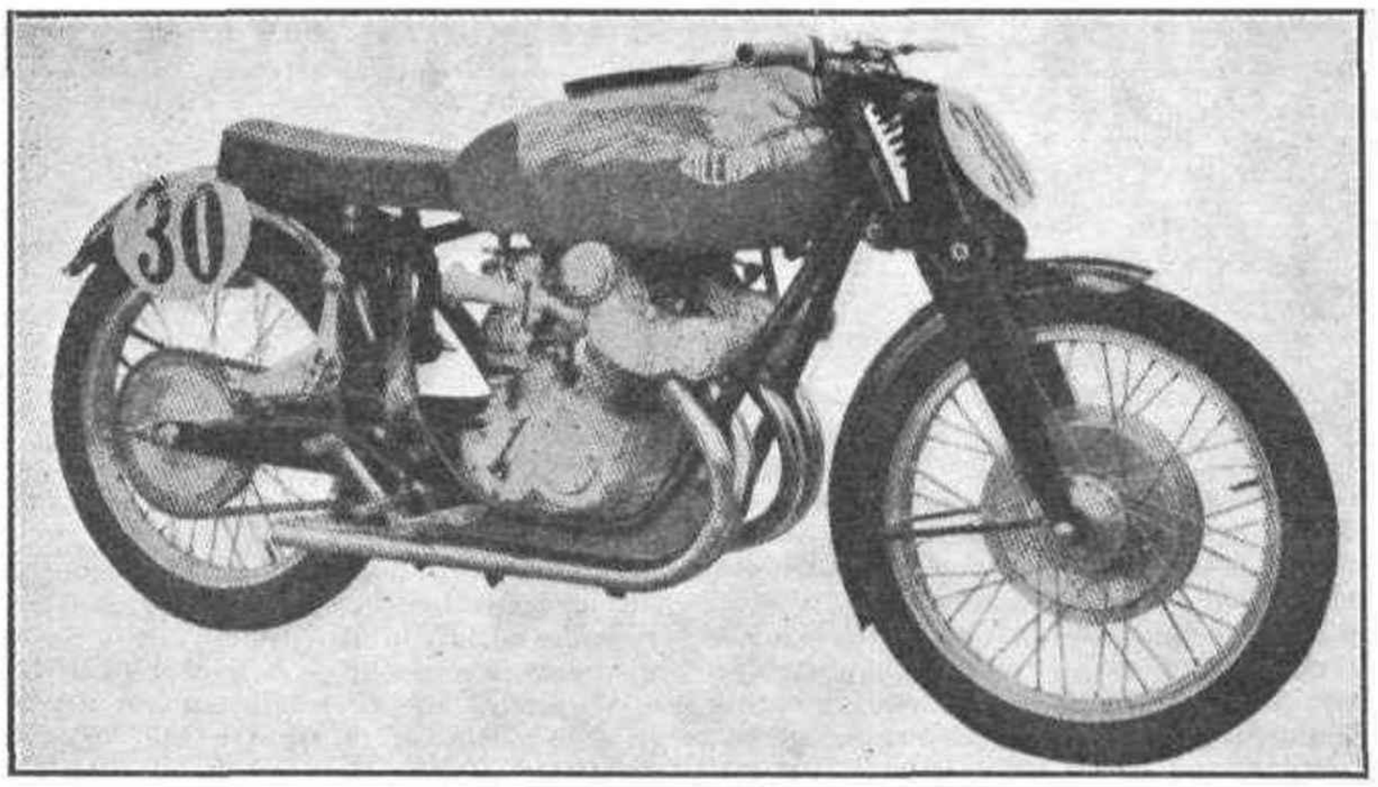
Of the seven "classics" in which points for the championships may be scored, the riders and manufacturers may enter all seven, but only the results of four (as against last year's three) will count in the final reckoning. These four being, of course, the best of the series as far as each rider or manufacturer's score is concerned. Thus, if anyone can emulate F. L. Frith's 1949 performance, and win the first four classics in a row, then there is little need for him to compete in the remaining three.

What are the prospects for this year's championships proving as successful as the first year's? At the time of writing it looks as though some classes are going to be better while others are going to lose interest. Unfortunately, the 500-c.c. class would seem to be the one that will suffer most, for Guzzis have announced their intention of withdrawing factory support, for a while at any rate. Whether we shall see any of the "bicylindri" "500s" competing in private hands is not known, although it is quite possible. World Champions, A.J.S. will be in the field once more, as will the indomitable Norton team. Velocettes will most probably run their "500s" again, although their showing last season was not very brilliant and may possibly decide them against supporting this class. From Italy will come the most serious contender for "500" honours, the four-cylinder Gilera, probably the most advanced racing motor-cycle yet built and certainly the fastest of the present day. The A.J.S.–Gilera battles of last year will again be the high-spot of the 500-c.c. class, and races will be as hard fought as ever. Nortons will obviously not have spent the winter resting and with yet more power coming from their single-cylinders, combined with their new-design frames and suspension, the battles for world supremacy may prove to be a very tight three-cornered contest. On the other hand, if Nortons are ready to discard their singles for . . . something else, then who knows.

The 350-c.c. class, while virtually an all-British affair, will not be lacking in interest for Velocettes, Nortons, and A.J.S. will all be out for Championship honours, and one foresees a wonderful series of races between these three manufacturers' teams, as was seen in last year's Swiss Grand Prix. The withdrawal of the Guzzi factory from racing will mean that the promising 350-c.c. "bicylindri" will not be seen, although one can't help feeling that their official retirement will prove to be rather akin to the retirement of Nortons in 1939 and Velocettes since the war. Whether an equivalent Italian benefactor to our own Dennis Mansell and Nigel Spring will be found to keep the Guzzi racing team going is not known, but it is not unlikely.

In the same way that English manufacturers dominate the 350-c.c. class, so Italian manufacturers will continue to dominate the 250-c.c. class. Again Guzzis withdrawal may or may not have a bad effect, but whether official or unofficial, there will certainly be "Gambalunghino" models representing the Mandello factory. The little Benelli firm continue to get more and more on to their feet again, since their war troubles, and their wonderful twin o.h.c. models will be ready to take on all comers. It is indeed a pity that they have never been able to discover the whereabouts of their magnificent supercharged four-cylinder "250's", for Gileras have successfully developed an unblown version of their supercharged four, so that it would appear to be quite possible for an unblown Benelli four to be made to work. The other racing "250" manufacturer, Parilla, will continue to develop the very pretty twin-o.h.c. single-cylinder model and will be an ever-present menace to the other two Italian firms.

The new and popular 125-c.c. class would seem to offer most interest for the coming season and rivalry for the manufacturers' championship will be greater in this class than any other. It is indeed unfortunate that no English manufacturer had the foresight to see that this class of racing would become as popular as it has. While we in this country were content to look upon 125-c.c. racing as being a pleasant novelty, Italy, Spain and Holland saw a great future in it, and in consequence the development of this type of machine has gone almost beyond our reach. Last year's champions, F. B. Mondial, together with their rival concern Moto Morini have taken this type of racing about as far above the man-in-the-street's conception, as Mercédès and Auto-Union did Grand Prix racing before the war. The overhead camshaft, 10,000 r.p.m., all-sprung, four-speed



"Probably the most advanced racing motor-cycle yet built and certainly the fastest of the present day." The unsupercharged 4-cylinder twin-o.h.c. aircooled 500-c.c. Gilera. The engine is mounted across the frame, with "unit-construction" four-speed gearbox. Rear suspension is on the swinging arm principle, employing torsion bars mounted transversely behind the engine/gearbox unit.

Mondials and Morinis will undoubtedly prove to be the mainstay of these races, while the change-over from two-stroke to four-stroke by M. V. Augustas introduces a further serious competitor. Having developed their 125-c.c. two-stroke models to speeds of over 80 m.p.h., their use of overhead-camshaft four-strokes will certainly mean a very exciting machine. In addition to these three concerns there will be the new two-stroke, shaft-drive Lambretta, which, if it follows the form set by the Lambretta Motor-Scooter, will be a very definite force to be reckoned with, and similarly the twin o.h.c. Moretti may be joined by further models from that manufacturer. From Holland we shall see the successful Eysink machines pitting two-stroke lore against the Italian four-stroke, and they will be supported by the Spanish Montesas. Reverting again to the four-cylinder 250-c.c. Benelli, half of it as a twin-cylinder 125-c.c. machine is a pleasant thought. The 125-c.c. class will have some of the most closely fought and fiercest battles for championship honours that one could wish to see and it would be nice to see as many manufacturers, both English and Continental, supporting the new Formula III which is the racing-car parallel of the 125-c.c. class.

In the 600-c.c. sidecar class, entries will be mostly private, as Gileras are the only manufacturers to consider this class worthy of support. Perhaps the apathy among manufacturers for "works" sidecar outfits is due to the fact that normal theories and design principles as used in connection with roadholding, steering and suspension for solo machines do not apply to the accepted idea of a sidecar outfit. Possibly the factory design staffs are incapable of finding new principles with which to tackle the problem of designing a vehicle which is fundamentally impossible to design! Gileras are content to field a "works" outfit of comparatively archaic design as far as frame and chassis are concerned, while many of the private owners who make up the main body of the entry will continue to rely upon the fundamental "motor-cycle with chassis attached." From the machine angle the water-cooled 500-c.c. four-cylinder Gilera will be the predominant machine, although the twin o.h.c. 600-c.c. single-cylinder Nortons will continue to provide the main bulk of the opposition, backed up by B.M.W.s and various private "specials," as well as G.P. Triumphs and single-cylinder 600-c.c. push-rod Gileras. In view of the fact that the sidecar plays as important a part in the winning of the championship of this class as does the machine, it would not be a bad idea to inaugurate a sidecar manufacturers' championship, for already there will be competing the English Watsonian, the French Imperial, the Belgian Precision, the German Steib and the Italian Longhi and more might be interested in building a road-racing sidecar chassis.

The winning of the various manufacturers' championships in 1949 by A.J.S., Velocette, Guzzi, Mondial and Norton has certainly been of enormous value to them as advertising propaganda and the eyes of the motor-cycling world will again be on the championships to see whose products are going to prove the most successful.

The forthcoming season's battles for the individual championships for the riders is an even greater subject and presents keener opposition than that between manufacturers, and the situation will be dealt with at length in next month's issue.

***SPORTS MOTOR-CYCLES OF THE VINTAGE ERA*—*continued from page* 90**

persisted even at full-throttle, although the valve gear clicked a bit on the over-run. On winding roads the rider, new to the bicycle, decided it was a trifle unwieldy—he had been using a 350-c.c. combination—but this was a comfort when full-out on straights, when the Norton "steered" perfectly. Valve bounce limited speed in second to 70 m.p.h., but 80 m.p.h. was reached in top and there was probably more to come, as the valves were still seating as intended. In spite of the additional weight of a dynamo lighting set and high gears, acceleration was most imposing. Comfort was of a high order and no bounce was experienced, except when the back brake was applied, when the competition-shod rear wheel did some unexpected hopping up and down, usually denoting incorrect weight distribution, but not giving rise to the usual accompanying tail-wag or sliding on loose corners in the Norton's case. The front brake had no apparent power at all, on the machine tested.

The same rider went out next on 499-c.c. 70-Special and 70 Sports Rudge-Whitworths. They represented a great advance on the 1927 models, the engines paragons of smoothness, power and silence and devoid of vibration. Mechanical silence was also above average for exposed-push-rod designs, but correct tappet clearances were essential to this end. The Special did 70 m.p.h., the Sports its guaranteed 85 m.p.h., and both slow-running and tractability were much improved. Yet each did about 90 m.p.g. Acceleration, aided by the four-speed gearbox, was terrific, as timed climbs in current trials readily confirmed. Steering, too, was an improvement over that of the 1927 Rudge-Whitworth, due to greater fork movement and alterations to head and frame. The adjustable foot-rests could be set well out of the way to humour the Rudge's usual trait of really fast cornering and the 2.75-in. tyres suited the Sports model, the bigger tyres on the Special giving rise to bouncing at speed over wavy surfaces, if more comfortable for touring and trials. The brakes—Rudge coupled brakes, now internal expanding in enormous stiff drums—earned 100 per cent. marks, being truly powerful and loth to lock. The gear-change was more positive, with a tank gate, but the lever was a bit flimsy. The electric lighting allowed riding to be as rapid at night as by day. Snags? Well, Hutchings jibbed at lack of a gearbox draw-bolt to aid chain adjustment—it *was* fitted for 1929—disliked having to remove the clutch and swing the gearbox before the engine could be removed, and found the clutch also tricky to detach. Incidentally, for 1929 the Sports was replaced by a racing Replica, which, with alloy chain-case and enclosed valve gear, cost £69. This model did 200 miles in two hours and won a road-race at 80 m.p.h.

So much for the motor-cycles MOTOR SPORT road-tested in 1928. A golden age?

SPORTS MOTOR-CYCLES OF THE VINTAGE ERA

A Consideration of the Characteristics, Good Features and Failings of Some Classic Machines

(*Continued from November*, 1949)

PART IV — 1928

NINETEEN HUNDRED AND TWENTY-EIGHT, for motor-cycles as for cars, seems to have been a good vintage year.

MOTOR SPORT started off humbly, when Rodney Walkerley—he is now "Grande Vitesse" of the *Motor*—tested for us a Model-A 172-c.c. Baker two-stroke. This Baker combined the excellent Villiers super-sports engine with the feel and handleability of a larger machine. The unconventional frame, with its low saddle position and the 25 by 3 tyres, aided this "big" impression and the Albion three-speed gearbox proved a joy to use. The lever, on the saddle tube, was delightfully situated, and moved from notch to notch at the slightest touch.

By making use of the two levers of the Villiers carburetter the jet could be closed right down in traffic, smooth running then being possible in the 19 to 1 bottom gear. Lighting was by flywheel generator and proved perfectly adequate up to 40 m.p.h., while its unusual brilliance if middle or bottom gear was engaged was appreciated on steep, rough hills.

The Baker ran really quietly, the hum of the engine and swish of tyres on frost-bound roads, alone intruding, for gearbox and chains were scarcely noticeable. The ride over bad roads was a revelation, putting many 500-c.c. bicycles to shame while, doing a trial the following day, the stability on grease was discovered to be outstanding. Indeed, the 30-mile course was completed in 1 hr. 25 min.—or 20 min. longer than on a racing 500-c.c. on a dry day! The engine never stopped throughout, even when the Baker fell over, and was as fruity at the finish as at the start. No fuel appeared to have been used, confirming the maker's claim of 150 m.p.g. The duplex frame stood up perfectly to hard use, handlebars and footrests were adjustable and either brake, front or back, operated entirely adequately. The sight-feed lubricator was rather too invisible, however. The Baker could be had in either light buff or all-black cellulose enamel. The price? In 1928, £37!

The next mount tested by Walkerley was a 346-c.c. Model-6 New Imperial. It had a loop-frame, three-point mounted o.h.v. engine with generous finning, enclosed rockers and double valve springs, and many items of equipment not usually found in machines of such modest price—£48 10s. A more efficient and handsome silencer and Dunlop 27 by 2.75 tyres marked the 1928 version. The riding position, with rather high footrests, proved ideal, the gear-change, operated from a gated lever on the tank, delightful to use, although the clutch was heavier than some. After three tappet adjustments and attention to a loose contact breaker, all went well, but as this was a new machine, the New Imp. wasn't urged beyond 65–68 m.p.h.; 70 was considered probable when run-in, and about 20 and 40 m.p.h. on the lower gears of the rather wide-ratio gearbox. No matter what the surface, steering remained rock-steady, even neglecting the damper, and slides were difficult to promote. Cornering could be as fast as you wished but the machine's light weight—240 lb. or so—let the rear wheel wander a bit at over 50 m.p.h. on bad surfaces. In spite of a sports Amal carburetter and lots of low gear work, the fuel consumption was as good as 90 m.p.g., but to humour the new engine, lots of Castrol R was used. The mechanical oil pump functioned perfectly and seemed less vulnerable on the timing case than many modern pumps. The rear brake proved unpleasantly fierce, probably because its separately-mounted pedal made gentle heel or toe actuation impossible to effect. Definitely, however, a very good motor-cycle.

Walkerley tried next a 596-c.c. Scott Super Squirrel. Taking it over in the wet, he was impressed with its steadiness, providing the throttle wasn't yanked open. It four-stroked in any gear below 25 m.p.h., possibly because the oil taps had been opened wide ready for some hard riding. No shock-absorbers were fitted, but once the rider learned to use the front brake for urgent stops, the rear brake being hampered by up-and-down movement of the back wheel, all was well. Brake adjustment was simplicity itself, but you had to be careful to retighten the lock-nut—our tester had to do the job about every 50 miles. A Howarth silencer, supplied by Scotts, had completely silenced the familiar "yowl," to Walkerley's disgust, but the "pep" was there all right.

Indeed, from Effingham, beyond Brooklands, to home, *via* Staines, Colnbrook, Iver and Denham, took 1 hr. 20 min. for the 50 miles or more, over bad roads with two-up, the last 14 miles being done in 18 minutes. At 55–60 m.p.h. the Scott was effortless and it was thought to have bettered 70 m.p.h., but the machine was a handful at speed, albeit only one wobble, which cured itself and was provoked by a hump-bridge and a pot-hole, happened in 500 fast miles. A fractured front engine mounting and loose petrol tank may have been caused by this crash-landing—and would probably have been obviated by a shock-absorber. On "colonial" going, the Scott was admirable, and proof, it seemed, against any water-splash. The gear-change was easy and certain both ways, the clutch reasonably light, and starting "one-prod" when warm. If cold, liberal flooding did the trick in about four kicks. Cornering was—well, Scott cornering. Criticisms were confined to the need for a shock-absorber to stop the forks clashing, and lower saddle, and closer gear-ratios, because middle was too high for good acceleration from 15 m.p.h. The two-drip oil feed in the pump over the gearbox repaid careful adjustment but was visible when riding. A *nice* bicycle!

Walkerley now reverted to a two-stroke, in the form of a Model-D25 172-c.c. Coventry Eagle. The set-up of this, the *de luxe* model, was Super Sports Villiers engine, Albion gearbox, with ratios of 6, 11 and 19 to 1, Terry saddle and 26 by 2½ Dunlop cord tyres. Walkerley liked the appearance of the pressed-steel frame, with welded steel two-gallon tank in black, with carmine nose. Again, there was that "big" feeling, and the riding position accommodated his 6 ft. 3 in. in ease and comfort, in spite of fixed saddle and footrests. Straight off the trial, the Coventry Eagle started promptly. It handled delightfully and steered with certainty, and without disconcerting "lightness." The long gear-lever needed big movements but top to middle could be done by foot! Cruising speed was 35 m.p.h. indefinitely but wide gear-ratios held back a sporting average speed. Nineteen to one seemed a very low bottom gear, even for club trials, and 6, 9 and 14 to 1 would have suited our tester better. As it was, hills like Brockley and Holywell Hill, St. Albans, were taken in top gear. The footrests alone limited cornering speed and hands-off steering was quite in order. Stability was excellent and the back wheel stayed on the tarmac, even when braked. Flat-out just over 50 m.p.h. was possible and the Villiers automatic lubrication system functioned perfectly, nor did the engine seize or pre-ignite after prolonged full-throttle work. Eighty miles of terribly rough trials going broke absolutely nothing and the little machine was a joy to ride. Both 6-in. brakes, but especially the front one, were right up to their work and the only snags encountered in this Coventry Eagle were an inaccessible tool box, and loss of the brake pedal, which was mounted on the footrest bar, when the rests became bent and the bar turned round and round. No check was made of fuel consumption, because, as Walkerley put it, "the usual procedure is to pour in half-a-gallon every fortnight or so." Consumption was, indeed, well over 100 m.p.g., and oil in the same proportion. The price was £37 10s., with electric illumination.

L. A. Hutchings did our next test—of a C.S.I. 490-c.c. o.h.c. Norton. In Birmingham traffic this Norton proved to have an uncannily silent engine and exhaust, and mercifully it had an inward-opening throttle lever in place of Norton's usual outward-opening one! This silence

Continued on page 89

LETTERS from READERS

"SUNBEAMS BETWEEN THE WARS"

Sir,

I have read with great interest the article by Messrs. Coombes and Wyer on "Sunbeams Between the Wars" in the December issue.

As at one time I was the owner of a 3-litre twin o.h.c. Sunbeam with a Weyman saloon (No. 24) I can endorse what a remarkable sports car it was.

During the General Strike in 1926 I offered to fetch the French-printed *Daily Mail* from Dover. A *Daily Mail* representative accompanied me to London, our route being via Canterbury, Charing, Maidstone, Wrotham, Farningham to London.

From the bottom of Dover Hill to Vauxhall Bridge was covered in 80 minutes exactly, and we had 5 cwt. of newspapers in the back. Where possible we touched 92 m.p.h. The maximum I ever reached was 95 m.p.h. and this was after fitting Delco coil ignition.

My car was not fited with Ki-Gas and the battery ignition made starting easier. The original brakes were servo-shoe with Ferodo; these I had changed to cast-iron linings which were very good indeed but a bit on the noisy side. Later Sunbeams fitted a Dewandre servo with Ferodo linings.

I have always been under the impression that the 3-litre engines were manufactured at the Talbot works in Barlby Road; a Mr. Fenn was the works manager at the time. Mention, I think, should be made of the careful way the underside of the chassis was enclosed and thus streamlined. The average petrol consumption was 21 m.p.g., using a 25 per cent. Benzol, 75 per cent. petrol mixture.

Referring to the 16-h.p. models I actually own one today which is in daily use and recently won an award in the Hull to Scarborough Rally. It is of the October, 1922, type, first registered in October, 1930, and was in fact the Olympia Show model of that year.

I am, Yours, etc.,

NOEL HANS HAMILTON.

West Hartlepool *Wing Commander (retired).*

Sir,

Your articles on the history of the Sunbeam Motor Co. have been most interesting and informative.

Until recently I was the rather proud owner of a 1928 16-h.p. 10 ft. 6¼ in. wheelbase Sunbeam tourer. Considering the extremely large body on this model, the performance was good and the petrol consumption quite exceptional. On a run from London to Port Isaac, Cornwall, last year, 26 m.p.g. was maintained with the car fully loaded. This figure was, of course, attained with the choke at "economy" for the most part, but there was a good proportion of lower gear work towards the end of the journey. Of the suspension and steering there can be no criticism and the cornering and road-holding qualities were excellent. A genuine 70 m.p.h. could be reached and one was able to cruise very comfortably at 55 m.p.h. all day.

I found the only really disappointing feature of the car, as pointed out in the article, to be very odd gear ratios. Top gear was good, but the third was too low to be used to advantage, while bottom was low enough to take you up the side of a house.

The final tragedy was that on moving to a new home it was discovered that my dear old "Juggernaut" was too large for his garage and being too impecunious to rent him one of a respectable size, I was forced, though very unwillingly, to dispose of him.

Although I am too young to remember the golden days of motoring, it seems difficult to believe that the somewhat beetle-like objects of today will ever become immortalised like their vintage ancestors.

I am, Yours, etc.,

Mill Hill, N.W.7. C. J. M. HULL.

* * *

HOW "HOT-RODS" ARE TIMED

Sir,

In a recent issue of MOTOR SPORT I had the opportunity of reading your article entitled "This Hot-Rod Business." As President of the Southern California Timing Association I would like to clear up several items to which you made reference. As to the book called "California Bill's Hot-Rod Manual," I can assure you it is not our Bible for racing out here, it is strictly for beginners. As for its accuracy of facts they were all right two years ago, but to-day are outdated by a long way. You touched on the subject of timing, I would like to explain our timing for you. Basically it is built by our chief timer, J. Otto Crocker of San Diego, California, and is operated by two electronic light cells which can be spaced as wide as a mile and operate very nicely. The watch, made by Mr. Crocker, is a large electric-sweep type with fully automatic clutches, etc. We had it checked at the U.S. Navy laboratory on a 72-hour run and they assured us with a certificate that it is far more accurate than ordinary stop-watches as employed by A.A.A., our official timing body in the U.S.A. We have a standing offer to match any timer at any time under all conditions to prove our timer's accuracy. So far no one has taken up our challenge.

In regard to the speeds we attain with L-head engines I must admit they are astounding, but never let anyone tell you they are not accurate or authentic. For your information our latest record, 193 m.p.h., one way, at Bonneville, Utah, set up by Fydias and Bachelor, was made possible by a 296-cu. in. Mercury engine developing 231 b.h.p. at 5,100 r.p.m. Incidentally, the gear-ratio used was approximately 2.60, and the tach, reading was 5,400 r.p.m., using 6.00 by 18 tyres. The body was a copy of the M.G. record-breaker, except for engine location, etc. Even our experts here find it hard to believe these speeds. However, we will prove our timer and cars at any time. This same type Mercury engine powered a roadster 1927-model Ford, minus fenders of course, at 152.62 m.p.h. average two ways on El Mirage dry lake course in October, 1949, which was accomplished with 2.94 differential gears again, the r.p.m. above 5,000. Another example is the Curtis sports car about the same size as an XK Jaguar, which, equipped with a 274-cu. in. Mercury engine, averaged 142.51 m.p.h. However, this was on methanol with a three-carburetter manifold and its speed on petrol, with a two-carburetter manifold, was only 132 m.p.h. So I really think our boys have developed Ford Mercury-type engines over here to an outstanding degree and should not be denied any glory—which I must admit took ten years of testing to accomplish—for these remarkable feats of amateur engineering.

In regard to what coupés do I must admit they also fool me. However, I have been up to their timed meetings and have actually seen a 1936 Ford coupé, complete with fenders, etc., clock over 130 m.p.h. on a two-way run, equipped with an engine of the same size as Fydias and Bachelor, 296-cu. in., so I must admit myself the old horse-power and r.p.m. are actually in these Mercury engines and I will wager anyone on the accuracy of our timing. So let's all admit, not ridicule, that "Hot-Rods" do a very fine job of satisfying the urge for speed found in so many of us. How they compare with some fine European cars I can only judge by what few European cars we have here in the Los Angeles area, mostly M.G.s, except for Tony Lee's fine collection. We have invited Mr. Lee many times to bring his cars out and only once did he come out with a supercharged Alfa-Romeo which he runs at Indianapolis. We clocked it at 137 m.p.h. This speed shocked us as we were expecting 160 m.p.h. or better; however, I know it could not have been tuned properly. More recently I challenged a Vincent H.R.D. to a go, but instead I got an Ariel Square Four all hotted-up to 128 m.p.h. which I proceeded to run with a 214-cu. in. Model B Ford, equipped with a four-port Riley head, B Ford roadster body, which clocked 135 m.p.h. This proved to be an exciting race as both were even till they got up to 90 m.p.h. from 0–10 m.p.h. roll-start. From then the Ford easily outran the motor-cycle, but I must admit if English car owners over here could put up the show your motor-cycles do we would all own English cars instead of "Hot-Rods," but it will have to be proven in competition that Jaguars, etc., can outdice our equipment, known as "L.C+A Hot-Rods."

I am, Yours, etc.,

Whittier, AKTON MILLER.
California.

[Who measures and surveys the course, and are English or American measurements taken?—ED.]

ANOTHER MYSTERY!

Sir,

American speed timing figures are certainly hard to believe, and have been for some years.

I have just been reading your article

on "Hot Rods." A couple of hours previously I had been delving into the *Motor* for February 21st, 1905, wherein I read that a 90-h.p. Napier had been sent out to America to do battle with the locals at the Daytona Beach speed trials. It succeeded in breaking several local records, including the standing—repeat standing—kilometre in 27.40 sec.—repeat twenty-seven point four—a time which would have earned it seventh f.t.d. at the last Brighton meeting, ahead of Noel Carr's 2-litre Alta. No one in this country—*not Mr. Clutton himself*—has a greater enthusiasm than myself for the Edwardian "giant racer": a type of car which captures the imagination as much as anything in history, but I just cannot believe that a 1904 example, with a maximum of 107 m.p.h. at the very outside, could average 83 m.p.h. over the standing—repeat *standing*—kilometre.

American figures do take a lot of swallowing.

I am, Yours, etc.,

Banwell, W. A. TAYLOR.
Somerset.

[We submitted this letter to Mr. A. S. Heal who replies as under.—ED.]

In answer to your enquiry regarding the performance of the 90-h.p. six-cylinder Napier at Daytona, I cannot throw any light on the question raised by your correspondent about the correctness of the time given for the standing kilometre. In an interview with the *Motor* (February 21st, 1905) McDonald claimed to have set up six World's records and one American record, as follows:—

1 Kilo., standing start	27.4 sec. (World Record)
1 Kilo., flying start	23 sec. (American Record)
1 Mile, standing start	37.4 sec. (World Record)
1 Mile, flying start	34.4 sec. (World Record)
5 Miles flying start	3 m. 17 sec. (World Record)
10 Miles, flying start	6 m. 15 sec. (World Record)
20 Miles, (including 2 minutes controls)	15 m. 27 sec. (World Record)

The *Autocar* (February 25th, 1905) confirmed these figures and gave the following speeds in addition to the times:—

1 Kilo., standing start	81.6 m.p.h.
1 Kilo., flying start	97.2 m.p.h.
1 Mile, standing start	96.25 m.p.h.
1 Mile, flying start	104.65 m.p.h.
5 Miles,	91.37 m.p.h.
10 Miles,	96.00 m.p.h.
20 Miles,	89.21 m.p.h.

The very slight difference between the times for the standing and flying start records (both for the mile and for the kilometre) is very striking. It seems possible that some kind of "rolling start" may have been used.

—ANTHONY S. HEAL

* * *

STRAW BALES!

Sir,

I have attended the three big Silverstone meetings, the first I witnessed from Maggots Corner, and the others from Stowe Corner, and thus saw the accidents of Ansell, Bolster and St. John Horsfall.

Your correspondent in the December issue, Mr. H. R. Thompson, suggests that the high centre of gravity of the E.R.A.s caused them to overturn on striking the straw bales, whereas several Maseratis which struck them did not.

Might I suggest, however, that the foremost part of an E.R.A., being the front wheels, caused the cars to pivot on their front axles on meeting the bales, for as I saw them they appeared to commence to overturn endwise and not sideways.

In my opinion, should the bales be less than axle high, the cars would be effectively prevented from running off the road and there would be no risk of overturning.

I am, Yours, etc.,

Eltham, S.E.9. M. D. M. MILLER.

* * *

EXPORT QUERY

Sir,

I have been very interested in the recent controversy in your columns over the relative merits of the M.G. and H.R.G. cars. Out here the H.R.G. has a competition record much better than that of the T.C. series M.G. It would seem, however, that if one wants a good fast touring car suitable for an occasional "dice" then the M.G. is the car, but if one is a serious competitor then the H.R.G. will repay its extra cost.

What I would like to know, however, is how the Morgan 4/4 compares with either of these cars. It has no reputation whatever here. Perhaps one of your readers can enlighten me, as on paper it would appear to at least rival the M.G.

Thanking you very much for your interesting paper.

I am, Yours, etc.,

Victoria, Australia. W. BARBER.

RELAXATION OF CONTROL

MOTOR SPORT is pleased to announce the re-opening of the Subscribers' List.

The annual subscription of 20s., post free, will, if entered before FEBRUARY 16th, ensure you receiving your copies on March 1st and thereafter on the 1st of each month until one month after receiving a renewal notice

CONTROVERSIAL

Sir,

For a great many years now I have been governed in my sport, first by the N.C.U., then by the A.C.U., and lastly by the R.A.C.

At one time the N.C.U. were absolutely omnipotent in cycle racing, but I see another body has now sprung up to challenge the right of the old body. This new body came into being with the sole object of breaking a most strictly observed rule—a rule which even thirty years ago was thought to be wrong and against the wishes of the majority.

The A.C.U. seem to be only a subsidiary body to the R.A.C. as recently a permit granted by them was rescinded by the R.A.C.

At the present time it seems to me most clubs are upset with the R.A.C. over such things as competitors' licences and fees, the granting of competition permits, the publishing of balance sheets, etc., and now the senseless American affair.

In my ignorance I ask, who gave the R.A.C. the controlling rights over motor sport?

If not self-appointed, surely the wishes of the governed should be considered.

I am, Yours, etc.,
FRANK PINKNEY.

Richmond, Yorkshire.

* * *

THE B.R.M.

Sir,

I have read your magazine for a number of years but so far have not ventured to correspond with such a technical journal, but I feel your suggestion for a team of B.R.M. drivers does not do credit to our available man-power.

A glance at the 1949 Grand Prix results reveals "Bira" as our outstanding asset, and although not technically British, his long association with racing and his life in Britain combined with his superb driving makes him eligible. Reg. Parnell and Bob Gerard are equally outstanding, with Peter Whitehead as reserve. May I hasten to explain that I do not wish to belittle Messrs. Rolt, Romaine and Walker, but suggest that aerodrome racing and hill-climbs are not a sufficient yard-stick of ability when one gets into the Ascari, Fangio and Farina class.

We must not let our Scuderia Britannia adopt the "good show, old boy" or "better luck next time" attitude that becomes in time a panacea for all failures. We need the most experienced Grand Prix drivers available to emulate the Alfa-Romeo regularity of successes.

I am, Yours, etc.,
Taunton. H. WYATT.

[We omitted "Bira" as not strictly a British driver, not because we didn't think him capable.—ED.]

Sir,

It is, I think, of interest to note that the Grand Prix car engine is now being produced in form roughly comparable to the most advanced new engines of the 1939–41 period—that is, as 12-cylinder Vee engines, with overhead camshafts and valves and considerable supercharge.

It will be recalled, however, that the ultimate piston engines produced by Rolls-Royce and Napier were 24-cylinder "H" engines, with sleeve valves.

The increase in the number of cylinders was accounted for by the same fundamental reasons as led to the change from six to eight, to twelve, to sixteen. The "H" type was chosen as the only layout which would keep the engine's overall dimensions approximately the same.

Sleeve valves were chosen to gain port area, and so improve volumetric efficiency.

I feel it would be of very great interest to your readers if you could publish any informed opinions on the likelihood or otherwise of racing car designers following the same trend.

I am, Yours, etc.,
Crewe. JOHN H. MIDDLETON.
Commander, Royal Navy (retired).

[By now our correspondent will have read the specification of the B.R.M., which uses an almost flat 16-cylinder engine, but poppet valves.—ED.]

* * *

VINTAGE SERVICE

Sir,

I know of three other local vintagents who do all their motoring in Vintage cars. My wife has a 1922 "11/40" open four-seater Riley and a 1922 "8/18" Talbot two-seater—I just drive the — things—and keep them running. Neither has front brakes and both drive normally with hand brake put on first, especially for cornering Emma (Riley). Sary Jane has a fixed axle with hand brake one end and foot the other. Both are kept to start on the handle, first swing usually, though wife prefers the starter. Neither car has been modified. Emma still has the six-light rear screen. Both were obtained from previous owners who had purchased from the original owners in 1945 and ran them only a few miles before passing them on to me. Such few spares as have been required have been readily obtainable, though I could do with two inner tubes for Emma to fit 765/105 beaded covers at 60 lb. pressure) as two have very slow leaks not yet found. Petrol consumption is reasonable, 25 m.p.g. for Emma and 35 m.p.g. for Sary Jane in town. On long runs nearly 40 m.p.g. has been obtained on Emma and over 50 m.p.g. on Sary Jane.

I am, Yours, etc.,
Mortlake, S.W.14. STANLEY D. WADE.

* * *

IMPROVING THE H.R.G.

Sir,

Much having been said and written upon the traditional hardness of H.R.G. suspension, with further comments recently in the road-test reports on the three Monaco team cars, some people might be interested and surprised by the following notes from an effete driver who really detests being bumped, but finds an H.R.G. a sturdy and practical vehicle for everyday use in the country. When new, despite the large-sectioned tyres, my car was as shattering as any in its "springing," so having completed Maloja Hill-Climb, I took firm steps to attend to my creature comforts for home use. After a few experiments, I found that this car handles satisfactorily with all four friction shock-absorbers let right off—really unwound. Tyre pressures are about 15 lb., not more, while the rear springs are always kept well oiled. Driving like this, even on rough country lanes, helped perhaps by the long wheelbase, I find that the H.R.G. now has a surprisingly comfortable ride (if not yet quite up to B.M.W. standards). Moreover, it will still corner quite as fast as one is likely to want to go round any corner in this country, without any sign of roll, bowl or pitch! Another point to which I gave some attention was that strange wander in the steering, of which I have heard several people complain, in these cars. This was merely a case of resetting the front axle to give more castor action. I also took up most of the—to my mind—surplus play by the very simple adjustment in the Marles box. The steering is now excellent and dead accurate up to any speed that this particular car is capable of. I must say, however, that when the car was new and I first took it on to the long straight roads of the Continent last summer, I found that passing other vehicles at high speed was an exceedingly hazardous procedure, as I seemed to require three-quarters of the road to accommodate the steering wander! However, under these conditions it was fairly easy to trace the cause to insufficient self-centring action. Curing this trouble is very simple with these cars, but on English roads, the cause of the trouble might not be so easy to detect.

I am, Yours, etc.,
Nutbourne Common, BETTY HAIG.
Sussex.

* * *

RILEY ECONOMY

Sir,

I was very interested in your article "Choosing and Tuning a Riley Nine" as I run a 1933 model myself.

I wonder if any of your readers could tell me what increase in fuel consumption I ought to expect when substituting an exhaust cam-shaft for an inlet one and using 30 mm. S.U.s.

My engine does 30-32 m.p.g. on a 7 to 1 compressor ratio and a single 22 mm. Solex.

This small matter I have raised is a very big consideration these days.

I am, Yours, etc.,
Bath. J. F. SCOTT.

* * *

CORRECTION

Sir,

I have been asked to write and point out that the results of the Wakefield Trophy Race as given in your January issue are not correct. There were two races, the O'Boyle Trophy (handicap), of which the result was:

1st: J. J. Flynn (939-c.c. M.G.), 55.52 m.p.h.
2nd: W. B. Groves (1,250-c.c. M.G.)
3rd: W. Leeper (1,250-c.c. M.G.)

and the Wakefield Trophy (scratch) Race, of which the result was:

1st: A. Powys-Lybbe (2,905-c.c. Alfa-Romeo), 71.82 m.p.h.
2nd: P. Fotheringham-Parker (1,494-c.c. Maserati).
3rd: D. Folland (1,995-c.c. Ferrari).

Plans are afoot for this year's race on September 6th and it is hoped to make it even more attractive for drivers from Great Britain.

I am, Yours, etc.,
A. HARRISON,
Director.
The Irish Motor Racing Club.

CLASSIFIED ADVERTISEMENT SECTION

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FOR SALE

JOHN BLAND offers service to vintage and Edwardian owners. Valves, bearings, valve guides, shackle bolts, king-pins, etc., to drawing or pattern. Specialist repairs on the older Talbot cars. 27, Southfields Road, S.W.18. Tel.: Vandyke 1612.

JOHN BLAND offers Amilcar Surbaisse chassis, with H.E.D. Meadows engine and gearbox; five R.W. wheels. No tyres, coachwork or radiator. Partially rebuilt by enthusiast. £42 10s. 27, Southfields Road, S.W.18. Tel.: Vandyke 1612.

SPARES OFFERED.—Twin S.U. petrol pumps, 12-volt, new, £4 2s. 6d.; also single-type pumps, 6-volt or 12-volt, rebuilt, 65s. each, or 27s. 6d. on exchange. Large stocks of new and secondhand spares for early and late models, 1924 to 1945. Below.

Scintilla Vertex magnetos, N.V.4, Ford Eight and 10-h.p., new condition, £6 2s. 6d. each, carriage paid. Established 1921. Approved seven days. Clare's Motor Works, 254, Brixton Hill, London, S.W.2; Tel.: Tulse Hill 3483; or secondhand dept., 96, Tulse Hill, S.W.2; Tel.: Tulse Hill 6002.

4.3-LITRE SIX-CYLINDER E.R.A. engine; unused parts for two complete engines, together with spares for both. Box No. 15, MOTOR SPORT, 15, City Road, E.C.1.

M.G. L-TYPE, 4-seater, 12-h.p.; 29,000 miles. Perfect. New tyres, racing wheels, re-cellulosed. £20 spent, steering-brakes. £240, or exchange 10/12-h.p. saloon 1937 or later. Reason illness. Collins, 69, Maybank Road, E.18.

4½-LITRE BENTLEY tourer, completely rebuilt mechanically. New ribbed brake drums, etc. Box No. 62, MOTOR SPORT, 15, City Road, E.C.1.

ALFA-ROMEO "22/90," open 4-seater, aluminium body by James Young. Good condition, recently overhauled. Spares, cylinder head, etc. Offers. Box No. 63, MOTOR SPORT, 15, City Road, E.C.1.

12-H.P. VAUXHALL tourer 1934. Fitted reconditioned engine; re-cellulosed blue, all weather equipment, fast and reliable. £200. Tucker, 77, Hervey Road, Blackheath, S.E.3.

"12/50" ALVIS, 1932, TJ model. Saloon body by Carbodies. Very good condition; four new tyres. £100, or offers. J. Lott, Fairview, Lyminge, Folkestone, Kent. Tel.: Lyminge 87292.

VAUXHALL 20/60-h.p., 1929, 5-seater saloon; four-speeds, wire wheels, good brakes and tyres (3 spares). Good running order. £55. Park Farm, Chessington, Surrey. Tel.: Epsom 336.

VAUXHALL TEN ENGINE, with manifolds, dynamo, starter, carburetter, fuel pump. £12, buyer collecting. 230, Lodge Lane, Grays, Essex.

3½-LITRE JAGUAR-ENGINED Special sports 2-seater in first-class condition. Short chassis (7 ft. 6 in. W.B.). Full screen; twin Aero screens; hood; side curtain; bucket seats; luggage space. Colossal performance, yet docile and suitable for everyday use. £10 tax (licensed to 31.12.50). Must sell; offers near £300. Arrangements can be made to take any vehicle in part exchange. Further particulars from: R. N. Richards, c/o Richards Bros., Walton-on-Naze, Essex. Tel.: 268.

EXCHANGE for open sports 4-seater or sell 12-h.p. Invicta sports saloon 5-seater, 1933-34. Exceptional condition. Overhauled, modified. Maintained by enthusiast. Oil coil, heater, spare engine, gearbox, carburetter, etc. Petrol. Photo. Fast smart car. 33, Strawberrydale Avenue, Harrogate, Yorks.

H.R.G. 1½-litre 2-seater. New July, 1948. Blue; 7,000 miles, decarbonised, checked and passed by H.R.G. works; original tyres excellent, spare unused; whole car immaculate and in exceptional condition. £775, or near offer. Hoare, West Lodge, Frimley Green. Tel.: Deepcut 95.

STARTER MOTORS AND DYNAMOS for Bugatti Type 40, Meadows 4-ED. £3 each item. A few Bugatti Type 40 spares recently come to hand, including a set of new valve guides. Frazer-Nash clutch and propellor shaft. £2. A few 1½-litre Anzani engine spares, including new head gaskets. "Sunnydale," Victoria Road, Sutton Coldfield. Tel.: Sutton Coldfield 2527.

FOR SALE—*continued*

2-LITRE LAGONDA SPARES. Chassis frame £5. Bulkhead, £2 10s. Zoller 5 blower, less pump, £7. Four new Lodge R.49 plugs, £2. Solid copper and C. & A. head gaskets, 10s. each. 58, Holtspur Top Lane, Beaconsfield.

E.R.A. AND RILEY. Bob Gerard has various E.R.A. and Riley spares for disposal. Enquiries to: Bob Gerard Cars, Abbey Lane, Leicester.

RILEY NINES SPARES, 1928 to 1932. Cranks, rods, rocker boxes, heads, magnetos, manifolds (single and twin carburetter), camshafts, oil pumps, wheels, drums, axles, steering.

New replacement king pins and bushes, pre 1930, 7/6s. set; 1930 to 1940, 36s. 6d. set. Gaskets 15s. set. Valves 6s. 9d. Guides 3s. 3d. Carriage paid.

Riley Nine Monaco. Registered November, 1934. Reconditioned engine, resprayed, new king pins, well shod, smart and reliable. £170.

Welford Bros., Opal Street, Leicester. S.A.E. for quotation or Tel.: Leicester 65903.

ALLARD SPECIAL CHASSIS. Fitted with 2-seater body frame, capable of over 100 m.p.h.; 28 m.p.g.; together with spare high axle ratio. Hydraulic brakes fitted. First built and taxed 1949, only covered 100 miles since new. No purchase tax due. £400 or nearest offer. Inquiries to: Robert Baird, *Belfast Telegraph*, Belfast.

BENTLEY OWNERS

We have a large stock of new and secondhand spares, including BM 1800 camshafts, rev.-counter drives, **8-litre wheel hub shells,** etc.

We can repair your broken spring steering wheel. Send us your inquiries. Chassis rebuilds a speciality.

We offer these cars checked and tested by us.

4-litre Bentley Sedanca de Ville 1933, immaculate. **£300.**

3-litre Red Label sports 4-seater, new hood and tyres, 1925. **£185.**

WILLIAMS MOTORS
21, Coleherne Mews,
(Old Brompton Road)
S.W.10.

TERRAPLANE, 1933, "16.9" 4-seater sports. Recently rebuilt, including rebore, new clutch, brake shoes, battery, tyres, seats and trim. Converted to 12-v. C/V system; 4-to-1 axle; genuine 26 m.p.g. Lively, quiet car. £90. Fisher, 31, Glanmore Road, Slough.

AVAILABLE : ENGINE, GEARBOX, complete overhaul late 1948, Wolseley Special, 1934; 12 h.p.; engine No. 382A/114, chassis 155289; four tyred wheels, 475–18; back axle; dashboard instruments. Most convenient car. As now stands £50 or best offer. Danse, 1, Marston Gardens, Luton.

ROOTS BLOWER, ex-12-h.p. Alvis, with belt drive, £8. Steering-box, track-rod, gearbox and differential, for B.S.A. three or four-wheeler, £8. Aero Morgan radiator, 30s. Twin S.U.s, ex-Aston-Martin, £3. Twin horizontal Zeniths, for Aston, £3. 28A, Micklefield Lane, Rawdon, Leeds.

BEAN TOURER FOURTEEN, good running order and coachwork; f.w.b.; reasonable tyres. £38. Rosebank, near Moorfield, Glossop, Derbyshire.

O.H.V. B.S.A. TWIN ENGINE, gearbox, differential assembly, reconditioned and tested, complete with starter, dynamo, distributor, couplings, shafts, hubs and suspension units, and 16-in. wheels. Prepared for sprint car. £25. Box No. 37, MOTOR SPORT, 15, City Road, E.C.1.

REAR-ENGINED SPRINT CAR, fitted with o.h.v. air-cooled twin—complete except for details. £55. Box No. 38, MOTOR SPORT, 15, City Road, E.C.1.

DROPHEAD 4-SEATER BODY, wings, valances, 1930. Hydraulic jacking system. Tecalemit automatic chassis lubricator. Clayton vacuum brake unit. Pair Solex self-start carbs., 32 mm. Engine and many spares for Mk. I or II "18/80" M.G. Luckhurst, 53, Hilden Park Road, Tonbridge.

FOR SALE—*continued*

MERCEDES-BENZ, 1928, "K6 32/180," supercharged 4-seater tourer. Very fast and in excellent condition. Owner regretfully forced to sell. Nearest offer £350. Write: Box No. 39, MOTOR SPORT, 15, City Road, E.C.1.

ALVIS "16/95" SILVER EAGLE sports 4-seater. New hood and screens. Body by Cross and Ellis, in showroom condition. New battery, four good tyres, two fair. Engine recently overhauled. Whole car in splendid condition. Owned and maintained by enthusiast. £150. Tel.: Forest Hill 1688.

H.R.G., 1948, 2-seater; 8,000 miles; 1½-litre. Exceptionally fast, highly tuned; many special features. £900 (initial cost £1,200), or exchange, Allard, etc. 10, Winchester Mews, N.W.3. Tel.: Primrose 2647.

£325 OR NEAR OFFER.—1930 4½-litre Bentley tourer. 80-mm. crank; large type oil pump; fine condition throughout; painted green, with black wings; new all-weather equipment; P.100 lamps. Engine and chassis numbers consecutive. Really satisfactory car. R. M. Scott, 115, Colmore Row, Birmingham. Tel.: Central 8076.

1931 TALBOT "14/45" 2-door sports saloon; new tyres; resprayed; engine completely overhauled, also clutch, dynamo, etc. Very good condition, £100, offers. 32-h.p. Mercury 24-stud V8, as new, complete; £26. Type 40 Ford V8 90-h.p. alloy heads, inlet manifold, reconditioned, £30. 4-cubic ft. portable air compressor plant, 230 v., single phase, with pressure regulator for spraying; also spray gun and tyre inflator; £32. Rashwood House, Wychbold, near Droitwich. Tel.: Wychbold 276.

1933 MODEL 18 FORD V8 saloon, fitted with special 32-h.p. Mercury; 85 m.p.h. Original paintwork; 30,000 miles since new; very good condition. £85, offers, or exchange for large h.p. sports car. Rashwood House, Wychbold, near Droitwich. Tel.: Wychbold 276.

ALFA-ROMEO D.H.C. 1½-LITRE. Will sell or exchange for Alvis, Riley or similar. Good reason for wishing change. Hall, Manor Croft, Mill Lane, Rainhill, near Liverpool. Tel.: Rainhill 163.

RILEY NINE SPARES. Dynamo, 65s.; starter, 50s.; pair rocker boxes and rockers (one broken), 30s.; 1931 head and valves, 40s.; windscreen wiper motor, 25s.; block for "12/6," £4. Box No. 40, MOTOR SPORT, 15, City Road, E.C.1.

B.M.W. WARTIME 1½-LITRE ENGINE and "326" gearbox, in first-class condition. First offer near £40. View at Bridgenorth, Salop. Also 5.25 by 16 tyres on Opel wheels, and Bosch headlamps. Stuart, Woodlands, Little Leigh, Cheshire.

ALVIS 14-H.P. 1940 model chassis, fitted coach-built 4-seater tourer. Excellent condition and looks like 1949 model. Just rebored and new batteries. £500. Box No. 41, MOTOR SPORT, 15, City Road, E.C.1.

RILEY IMP, 9 H.P., fast sports 2-seater; superb condition, appearance. £365. Terms, exchange. Tel.: Primrose 2647.

AMILCAR SPECIAL 2-seater, aluminium body, excellent engine. Absolute bargain, £75. Leeson, Brook Street Garage, Stourbridge, Worcs. Tel.: Hagley 3234.

B.S.A. THREE-WHEELER, first-class condition throughout, twin. Any trial. £75, bargain. Leeson, Brook Street Garage, Stourbridge, Worcs. Tel.: Hagley 3234.

SUNBEAM TALBOT super sports, late 1946; nominal mileage; £565. Jack Leeson, Brook Street Garage, Stourbridge, Worcs. Tel.: Hagley 3234.

ROVER SPEED MODEL saloon, overhauled. Streamline. Small lamps; k.o. wheels. Good-looking car. Offers. Electric car conversion cheap. Rowley, 112, Birmingham Road, Aldridge, Staffs.

£22 10s.—20-H.P. 6-CYL. CHRYSLER engine and gearbox, complete with oil, water and petrol pumps; dynamo and starter, etc. Bennett, Holyport, Maidenhead. Tel.: Maidenhead 80.

J.A.P. "8/80" RACING ENGINE, complete with magnetos and carburetters. Never been run since overhauled by makers. Also quantity of spares, including barrels, heads, crankcase, etc.; also two brand new Burman racing gearboxes, c/w clutches and foot-change units. Offers, etc., to: Willis, The Loughton Motor Company Ltd., Loughton, Essex. Tel.: 3706.

HARFORD FORD TEN TRIALS CAR, very successful and reliable; built new in 1947 at great cost. Absolutely roadworthy and comfortable, fitted doors and hood. £285. Brown, 93, Ormerod Road, Burnley. Tel.: 3032.

TO V8 SPECIAL BUILDERS. Ford Mercury engines from £12 10s.; gearboxes, front and rear axles, Lockheed brake type, and all other parts. Also: Ford Ten specials built to order. Wharfdale Garage Ltd., Wharfdale Road, Bournemouth. Tel.: Westbourne 64497.

FOR SALE—*continued*

FORD TEN tourer, 1938, burnt out, without accessories, but with reconditioned engine and gearbox, wheels, etc.; ideal basis for special; £100. Wharfdale Garage Ltd., Wharfdale Road, Bournemouth. Tel.: Westbourne 64497.

BELLAMY SPLIT AXLE I.F.S., fit 4½-litre Bentley or similar special; ready for fitting. Also Speed Six Bentley engine, partly dismantled, excellent condition. Wiseman, North View, The Mount, Leatherhead, Surrey.

£35—GURNEY NUTTING SALOON BODY, winding division, complete with front and rear wings, six 21-in. wheel discs, running-boards, etc., off 8-litre Bentley. Wanted: 8-litre Bentley road wheels. Tel.: Wallington 7114 (Surrey).

G.P. SALMSON ENGINE and gearbox, twin o.h.c., 1,087 c.c., £15. "14/40" Humber engine and gearbox, £10. Seen Guildford area. Box No. 42, MOTOR SPORT, 15, City Road, E.C.1.

PAIR ZEISS LAMPS, replated as new, small size, 8 in. approx., £10. Bentley Specialloid pistons, 3-litre set, .060 oversize and standard size (100 mm.) 4½-litre set; brand new; will sell, or swap for pair of front Speed Six ribbed brake drums. J. Bobby, 23, The Mall, Surbiton, Surrey.

HORNET SPECIAL FOURTEEN. Mechanically sound, the following work having been done in the last three years. Engine bored and linered, crank reground, new rods, reconditioned oil, petrol and water pumps, carburetters, new battery (six months), wheel bearing, clutch, starter ring, screen-wiper, brakes relined, wheels trued; decoked, with new valves, during last six months. Body requires attention. £150, or near, to: Johnson, 1714, Warwick Road, Knowle, Warwickshire. Tel.: Knowle 2417.

MARSHALL SUPERCHARGER, as new, complete with many items, suitable for M.G. "TA/TC." Offers to: Tankard & Smith Ltd., 226, High Road, Tottenham, N.15. Tel.: Stamford Hill 3291.

R. H. SPECIAL, 8.92 H.P. (Triumph), sports body. Fast; recently overhauled and rebored; new hood, windscreen, tyres, battery. Any examination. A unique motor for enthusiast. In perfect condition. £250 or nearest. Lambert, 34, Clare Road, Halifax. Tel.: 60080.

1929 MARK IV 1,100-C.C. RILEY, special series engine. Complete overhaul, including chassis, engine and all transmission. New body completed last month. Accessories and tyres are new. Price £175. Details from: Fletcher, Swann Lane, Cheadle Hulme, Cheshire.

BENTLEY 4½-LITRE Weymann sports saloon; black; XF series, November, 1929. In original and absolutely immaculate condition. Maintained regardless of cost. Fitted tele-controls and auxiliary twin electric petrol pumps. Mileage negligible since complete overhaul by Bentley Motors Ltd.—receipts available. Expert examination welcomed. Fullest details on request. Keene, Highnam Farm, Gloucester. Tel.: 24612.

OPPORTUNITY FOR SPORTSMAN wishing to compete in 500-c.c. class racing for reasonable outlay. 1948-type Marwyn with 1949 mods., including lengthened chassis, new steering layout, complete new rear axle, new stub axles and wheels with detachable rims (alloy). Fitted with Speedway J.A.P. (recent overhaul at works and bench-tested 42 b.h.p.); 4-speed Burman box, range of sprockets giving almost every gear necessary; 1949-type carburetter, brand new, and 1949-type body. Dunlopillow seats in black leather. Owner will be unable to use in coming season. £275. Small sports car taken in part exchange. Sparrowe, Northbourne, Bournemouth. Tel.: Northbourne 303.

1939 "3½" JAGUAR "100" Competition Model. Without doubt one of the finest specimens in the country. Genuine mileage, 15,000. Tuned engine, numerous improvements. Full particulars, photographs, and price, apply: Mount Motors, Column Road, West Kirby, Cheshire.

LAGONDA 2-LITRE, supercharged. Actual car described in *Autocar*, "Talking of Sports Cars," 22.8.41. Lagonda register No. 32. Recently overhauled and in excellent condition; 20 m.p.g.; 75-80 m.p.h. in third gear, over 95 m.p.h. in top. £300 or near offer. Jan E. Bryer, Little Elms, Knole Lane, Brentry, Bristol.

31-M.P.G. POST-WAR "TC" M.G. Reliability, low fuel consumption and high revs., combining to give extraordinary performance, making vehicle cheap at 550 guineas. Redesigned mohair hood, little used tyres, car in lovely condition; bags of extras. Better half insists on sale. Box No. 45, MOTOR SPORT, 15, City Road, E.C.1.

1931 2-LITRE LAGONDA and 1923 3-litre Red Label Bentley, tourers; fine condition, well shod. Offers around £275 each. Full details from: Hales, 20, Market Place, Henley-on-Thames. Tel.: Henley 121.

MOTOR UPHOLSTERY SPECIALISTS. Hoods, sidescreens, seats, headlinings, carpets, etc. Muffs for those awkward radiators, leathercloths, celluloid, roofing, pipings. Our 25 years' experience is at your service. Knight's of North Street, Carshalton. Tel.: Wallington 6567.

FOR SALE—*continued*

WOLSELEY HORNET SPECIAL, 1934-35. Good condition; £120. J. Johnson, Newlands Farm, Hatton, near Warwick.

TWO 7.00 BY 16 FIRESTONE TYRES, with tubes; 400 miles only; absolutely sound. Cost £20 new; £10. J. H. Lockyer, Mancetter Lodge, Atherstone, Warwickshire.

9/12-H.P. ENGINE and gearbox, with electrics and accessories, post-1936. Also two steering columns, boxes and drop-arms for small car. D. E. Hellingworth, 72, Whirlow Lane, Sheffield, 11.

CAMBRIDGE ENGINEERING OFFER Austin Seven standard new parts from stock, also some "Ulster" and "Nippy" parts, including con.-rods, valves, gudgeon-pins, "Ulster" engine less components, "Ulster" cylinder block with enlarged ports and pistons; 1932 and 1935 reconditioned engines; rebored cylinder blocks with pistons, exchange plan; long brake levers; four-speed remote control units; dropped axle and spring sets to undersling; light 2-seater bodies, to order. Austin Seven specialists with 20 years' experience. Ex works, business hours, 8.30 to 7.30 p.m., 5 p.m. Saturdays. Cambridge Engineering, Cambridge Road, Kew Green, Surrey. Tel.: Richmond 2126.

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M.G. "J2" open sports 2-seater, 1934	**£145**
Austin 7-h.p. open sports-tourer 2-seater, 1937	**£150**
S.S. Jaguar 2½-litre saloon, 1937 ...	**£175**
Standard Flying Twelve saloon, 1938	**£195**
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M.G. "TC" CYLINDER HEAD, modified to stage one M.G. handbook. Copperised and complete with valves, springs, guides. Genuine reason for sale. £10. Box No. 47, MOTOR SPORT, 15, City Road, E.C.1.

SUNBEAM TWENTY, first registered 1931; 46,000 miles; 2-door sun-roof coupé. Excellent condition, fast, utterly reliable; four new tyres, servo-brakes, 20 m.p.g.; four months' basic. Offered regretfully by enthusiast going overseas; £165, offers; or exchange for smaller car, preferably open, more suited Malta: 2-litre Lagonda, Alvis "12/50," Sunbeam Dawn, etc. Box No. 48, MOTOR SPORT, 15, City Road, E.C.1.

ALVIS FIREFLY, 12 H.P., 1934, rebuilt 1949; perfect mechanical condition; new tyres. Open 4-seater; new all-weather equipment. Any trial; £195. Dismantling Firefly chassis, all parts cheap for clearance. Six-cylinder Scintilla Vertex magneto, nearly new, £6. Twin S.U., 12-v., petrol pump, £2 10s. Service Motors, 1A, High Road, Balby, Doncaster.

FOR SALE—*continued*

1925 CLYNO 11-h.p. 2-seater, in good running order. Remarkable general condition. £25. Cooke, Forest Vale Hotel, Pickering.

ARNOTT SUPERCHARGER for disposal, suitable for 3/4½-litre car. Pippbrook Garage, Dorking. Tel.: Dorking 3891/2/3.

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JUNE, 1936, 995-C.C. F.I.A.T. BALILLA. Two-seater "Mille Miglia" model. Completely reconditioned last year at cost of over £200; 4.3 top gear. Trials and touring mudguards, alternative back wheels, 450 by 17 and 650 by 16. All new Michelin tyres. £285, or exchange for closed car. Apply: Raymond Cook, 14, Lincoln Road, Peterborough. Tel.: 3021.

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AUSTIN SWALLOW 2-seater. Excellent condition; taxed; £50, or exchange saloon or van. BM/EUIB, London, W.C.1. Tel.: Sloane 2034.

1940 MODEL 3-LITRE SUNBEAM-TALBOT tourer, immaculate condition throughout, mechanically faultless, maintained regardless of expense; recent overhaul costing £350 (bills available); fitted radio; all petrol. Mileage 20,500. Nearest offer to £675. Apply: 23, Coventry Road, Coleshill, Birmingham.

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V8 THIRTY, redesigned, low short chassis, complete, new 3½-to-1 differential. All Ford parts, ready for reassembling. Very fast car; £10 tax. £100. Wright, The Gables, Kelsall. Tel.: Kelsall 224.

£190—LAGONDA 3-LITRE SPECIAL sports saloon. Rebuilt, re-registered 1946 (full comprehensive insurance, £8 p.a.); 20 m.p.g., no oil; new tyres; all instruments and red leather interior perfect ("Dunlopillo" rear). Run basic only. Lucas twin-tones. Twin rear and stop lights. Twin S.U.s. Kigass. Most likeable and trustworthy car. Full specification to genuine gents. W. French, 25, Watnall Road, Hucknall, Notts.

M.G. MARK II 18-H.P. sports saloon. Engine, clutch, reconditioned. Very fast. £100. Donald, 80, Wash Road, Sheffield, 7.

1924 3-LITRE SPEED MODEL BENTLEY. This car is an unusually handsome 4-door tourer by Park Ward, in excellent condition. It has built-in folding screens for rear passengers, mounted on hinged decking, almost identical with Van den Plas Speed Six illustrated on page 49 of MOTOR SPORT for February, 1949. During the past year the following work has been carried out by Bentley specialists. Engine completely overhauled, rebored to + .02 in., new valves (KE 965) and guides, water-jacket plates, drain tubes, water pump, big-ends, mains, rocker rollers, etc. Springs reset, new shackle-pins and bushes, clutch relined. New Servo motor fitted to brake actuation, drums linered to standard by Laystalls and shoes relined. Road wheels trued and zinc sprayed before cellulosing. Relay to starter. Hood recovered, new tonneau and envelope. The car has a 4½-litre back axle, giving 3.53 : 1 top, and has not been taken over 2,500 r.p.m. since engine overhaul as it is still a bit stiff. Any inspection invited. Taxed for year and all coupons. Owner has just purchased blown 4½-litre and cannot keep both. Price, including spare lower half engine in good condition and three new tyres, £455. Chawner, 141, Marsland Road, Sale, Cheshire. Tel.: Sale 4946.

ALVIS SILVER EAGLE ENGINE, £10; rear axle, £8. Frazer-Nash-type front axle, with Invicta hubs, £6; pair of 19-in. Rudge wheels for above, £3. V. Knight, Nately Towers, Hook, Hants.

1939 A.C. COMPETITION SPORTS 2/3-seater. Immaculate condition. £380 for quick sale. Tel. POP 6233 (5-7 p.m.).

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ALVIS 12-H.P., 1931, f.w.d. Condition good; taxed year, all petrol. £150, or offer, or exchange saloon. Box No. 54, MOTOR SPORT, 15, City Road, E.C.1.

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£159 B.S.A. Scout 10-h.p. 1939 open sports 2-seater. Blue. Mechanically exceptionally good. Almost new hood. Goes really well. Cellulose a little tired here and there.

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FOR SALE—*continued*

TECALEMIT PORTABLE AIR COMPRESSOR, displacement 2½ cubic feet, with paint spray gun, £22 10s. Churchill valve refacer, £20. Multiflex flexible shaft grinder, 4,000 r.p.m., £8. Van Dorn ¼-in. electric drill, £8. Van Dorn 16-gauge electric shears, £8. All above in very good condition. For 200/230 volts A.C. Eight only, ex-R.A.F. portable air compressors; 1-h.p. J.A.P. engines driving B.E.N. compressors; complete but may require light attention; £10 each. Cellulose, mid-stone only, 5-gall. drums £1 15s. All goods carriage paid. A. S. Milnes, 76, Heatherfield Road, Marsh, Huddersfield.

H.R.G. Special single-seater with 2-litre Vanguard engine. Fastest time of day, I.M.R.C. 100-mile Handicap Race. By no means fully developed; bench test figures and suggested further modifications available to buyer. Peter Clark, Hither Coppice, Hudnall, Berkhamsted, Herts.

H.R.G. One only, genuine 1949 Le Mans-Spa team car. Stripped and rebuilt with improvements for 1950. Numerous spares. Offers over £1,000. Peter Clark, Hither Coppice, Hudnall, Berkhamsted, Herts.

MORRIS MINOR, 1952, 2-seater tourer, perfect reliability and economy; new petrol lift, new cables, brakes relined. £85, or exchange vintage sports in perfect condition, with cash adjustment. Seen London. Box No. 53, MOTOR SPORT, 15, City Road, E.C.1.

LAGONDA RAPIER drophead coupé. 300 miles since major overhaul. £275, or exchange, with cash adjustment, F.I.A.T. Mouse or similar. P. M. Fiddian, Vyners Cottage, Long Compton, Warwickshire.

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FOR SALE—*continued*

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£165 Alvis "12/60" TL Beetle-back sports 2-seater. Blue. Specially lightened for trials with strip wings, etc. Bargain.

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FOR SALE—*continued*

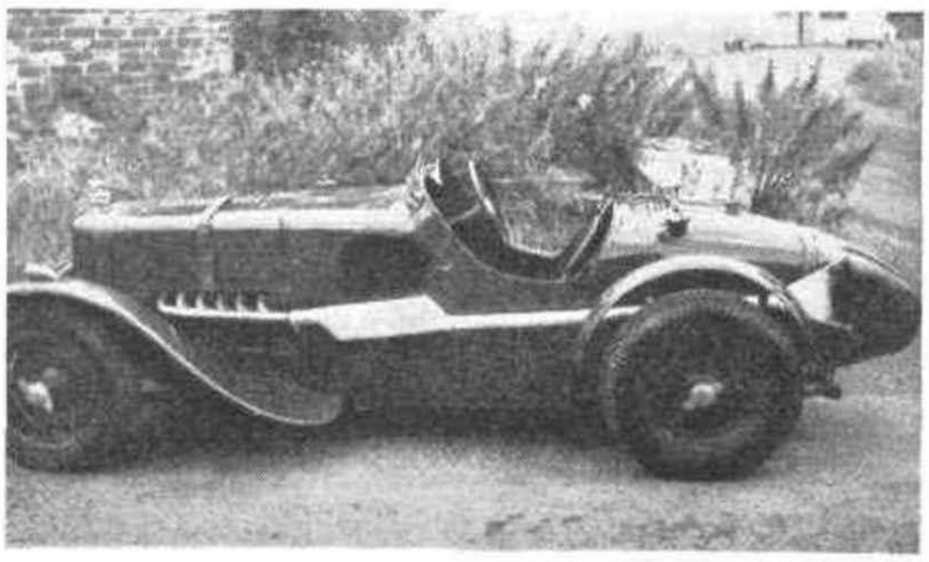
AUSTIN SEVEN THREE-BEARING ENGINE, ditto two-bearing, gearboxes, wheels, chassis frames (short), rear and front axles, dynamos and starters, and sundry parts. Also "12/50" Alvis s/c crankcase, crankshaft, rods, block, head, gearbox, axles, springs, etc. Wolseley Wasp front and rear axles, 4-speed gearbox (freewheel), clutch parts, prop.-shaft. Lanchester Ten engine parts; Minx engine; incomplete Austin Eight engine; F.I.A.T. 500 suspension; Riley steering column, and other miscellaneous parts. Ballamy, Overton Garage, Alfred Place, Worthing.

RILEY ENTHUSIASTS wish to sell a Riley Nine Special open sports 2-seater—first built and registered 1948; £10 tax. 1937 Merlin big-crank engine, high-compression head with double valve springs, Vertex magneto, new twin S.U.s, lightened flywheel, with crash box, outside exhaust, coachbuilt body, with pointed tail, lowered radiator, fold-flat and aero-screens. Finish, British racing-green, with chrome guards and fittings, chrome Rotax head and FT 57 spot, twin rear lamps, new hood and battery; C.V.C. electrics with new Lucas dynamo. When we have sold this we can start on the new 2-litre special! so let's have offers around £225—any test or trial. Interested "bods" can have a photograph on request to: J. F. Cordwell, 65, Streetsbrook Road, Shirley, Birmingham.

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£165 1931 "12/50" Alvis open 4-seater. Specimen car; new hood, side screens, etc.

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£55 Salmson Grand Prix Special four-speed close ratio gearbox. Really impressive performance.

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AUSTIN 7-H.P. ENGINE, in running order. Complete with gearbox, starter, dynamo, carburetters, distributor, coil, etc. £15. Also radiator, £2. Sidebottom, 19, Chatham Road, Seymour Grove, Manchester, 16. Tel.: CHO 3566.

£65 VERNON DERBY 2-seater. Meadows engine, f.w.d., independent suspension all round. Sports car with possibilities for enthusiast. 10, Chertsey Road, Ashford Common, Middlesex.

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PAIR CHROMED ZEISS HEADLAMPS, 12 in., adjustable fog cones, bulbs, horseshoe mountings; condition good. Seen Cambridge. £40 or offer. Box No. 57, MOTOR SPORT, 15, City Road, E.C.1.

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ROLLS-ROYCE SILVER GHOST, 1923, cabriolet; untaxed 1924 to 1949. Very sound, mechanically perfect; needs repainting; exceptionlly low—mileage. Exchange Alvis "12/50," Lagonda 2-litre, or similar. Offers considered. Case, 3, Acacia Road, Leamington Spa, Warwickshire.

TYPE 37 BUGATTI, £310. Bench seat and squab, new black rexine, £4. Set new aluminium wings, deep-V with side valances, £5. Two 17-in. R.W. extra wide-base wheels, fit Bugatti, Riley, for similar normal width. Barry Eaglesfield, 22, Queensdale Road, W.11. Tel.: Park 4306.

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WANTED Morris Minor four-speed gearbox. For sale, Austin 1931 silencer, 15s.; 1929 engine, dismantled, £8; Riley Fourteen gearbox, £3 10s; motor boat, 18 ft. by 4 ft., £50. 28, Maidenhead Road, Stratford-on-Avon.

TRIALS CAR. Austin Seven with Ford 10-h.p. engine, gearbox and radiator. All new tyres, 5.25 by 16 rear, Wico magneto. Neat and light two-seater body with luggage compartment. Complies all regulations. Licensed for 1950, all coupons. Three awards in 1949. £150 or offer, or exchange for car and cash. Winder, 164, Park Road, Guiseley.

VETERAN CROSSLEY open tourer, 1912. Perfect original condition. Stored carefully for 30 years. One owner nearly all of its life. Very reliable. Original tools, lamps, etc. Best cash offer over £110 or exchange for potent trials car with cash adjustment either way. K. N. Rudd, Ivy Arch Road, Worthing. Tel: Worthing 4635.

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Roots-type and Vane-type superchargers for "C," "J," "PA" and "PB" types, from £20, guaranteed sound.

"J2" engine, complete less dynamo and starter, in good running order, £30.

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Quantity of miscellaneous M.G. spares—write, stating your requirements. We also purchase M.G. parts for cash.

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RILEY KESTREL. 12-h.p., black and red, sunshine roof. Superb condition. All tyres, battery renewed, Dunlopillo seats, Fram. 9, Hurst Road, Eastbourne. Tel.: Eastbourne 5509.

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ALVIS 1936 16.9-h.p. engine, all spares; 1933 Crested Eagle 19.8-h.p. spares. Spares 16.9-h.p. and 19.8-h.p. from 1929–36. Engine, gearbox and rear axle "12/50" from 1925–30 including rear axles. Sunbeam 17-h.p. and 20-h.p. spares. 1936 2-litre Singer, all spares for engine, gearbox and chassis (i.f.s.). Large spring steering wheels, £1 each. Details of spares and prices by return. D. Bagshaw, The Green, Bath Street, Belgrave, Leicester.

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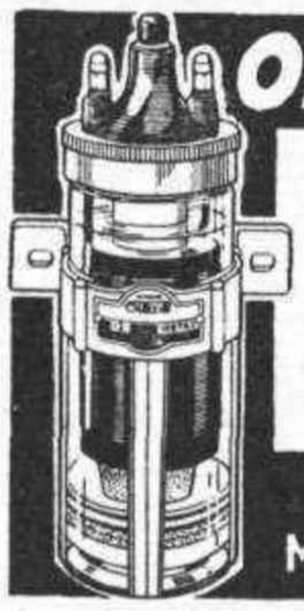
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THE LIGHT CAR & SPORTS CAR SPECIALISTS

"Ulster" Aston-Martin, 1½-litre, unscratched, mileage 18,000; in nearly new condition. Offers, exchanges.

1946 Standard Eight 4-seater tourer. Genuine 17,000 miles. Very clean and sound. £365, or £123 deposit. Exchanges.

1936 "PB" M.G. 2-seater, excellent mechanical order. Clean car. £235. Terms.

1937 2-litre, 18-h.p. M.G. sports saloon. Clean condition, radio, etc. £425. Terms or part exchange.

1947 Sunbeam-Talbot, special competition sports 2/4-seater. Really cheap at £475. Terms.

1949 Austin 7 Humming-bird, sports 2/3-seater. Really smart, streamlined job; 1,300 miles only. All aluminium body. £385. Exchange or terms.

Wolseley Twelve Hornet Special. Cream. All new tyres, new clutch. Excellent condition throughout, but requires rebore. £99.

Open 9 a.m. to 9 p.m. Mon. to Sat. Sundays, 1.30 p.m.

(Sorry—no telephone yet)

EXCHANGES—TERMS

OXFORD STREET, HUDDERSFIELD, Yorks.

1935 HILLMAN MINX, de luxe four-door saloon. Very clean, mechanically perfect. Would sell or exchange open sports car. Box No. 81, MOTOR SPORT, 15, City Road, E.C.1.

ENGINES FOR SALE. Austin Seven, 1935, rubber mounted, complete all accessories, four-speed synchromesh gearbox, £15. Also A.C. 1928, late-type crankshaft, new high-compression pistons, no liners, £15. Will separate. Arklay, 62, Cripley Road, Farnborough, Hants.

AMILCAR. 1928 Surbaisse staggered 2-seater, pointed tail. Excellent and original condition throughout. Completely *rebuilt, resprayed grey and silver,* re-chr. med. Special wheels, new tyres, swept exhaust manifold, etc. Competed Madresfield, Great Auchum, etc. Many spares if required. £165. Green, "Corriebey," The Avenue, Amersham, Bucks. Tel.: Amersham 382 after 8 p.m.

FRAZER-NASH Meadows T.T. replica. Superb condition, completely overhauled throughout, many new parts, bills shown. Very fast. Specially modified engine and suspension. £295. Write Bulmer, Technical Staff Mess, R.A.E., Farnborough.

FOR SALE—*continued*

RILEY 1,089-C.C. Vintage ex-works exclusive hand-built special chassis. Very pretty two-seater, alloy body, fully weather equipped. Delivery of saloon for business only reason for disposal. Unrepeatable opportunity. Nearest £300. Seen London or Surrey. Available mid-February. Stribling, Beech Tree Cottage, Sutton Place, Abinger, Surrey.

INVICTA SPECIAL. 1934 1½-litre saloon, 1947 30-h.p. Ford V8 engine, Invicta E.N.V. gearbox, Telecontrol shock-absorbers front and rear. All petrol. Approximately 15,000 miles since engine fitted. *Further details from Jonas, Royal Hotel,* Cambridge.

AERODYNAMIC 16-H.P. BURNEY CROSSLEY 1934. The advanced design of this car caused a sensation at the 1933 Show. Its four-wheel independent suspension and almost complete silence of the rear engine must be experienced to be appreciated. The car is virtually faultless in every respect, unconventionality is its only failing, hence the ridiculous price. Nearest offer £140. 90, Brighton Road, Banstead, Surrey. Tel.: Burgh Heath 1520 after 7 p.m.

£35. 1936 Ford 10-h.p. saloon. Fitted reconditioned 8-h.p. *engine. Excellent gearbox,* axle, brakes, steering, tyres good, roof waterproof. Body rough. S.A.E. James, "Chimneys," Quarndon, Derby.

THE FOLLOWING CARS, property of the late St. John Horsfall, are now for disposal. 2-litre Speed Model Aston-Martin, second in class at Spa, 1949. 2-litre Speed Model Aston-Martin, first in Belgian Grand Prix, 1946, also many pre-war successes. This car at present dismantled for rebuild. Numerous spares for both cars. Available for inspection at W. J. Coe, Ltd., Crown Street, Ipswich. Tel.: Ipswich 3555.

3-LITRE BENTLEY SPARES. Half shafts, brake *drums, wheels,* 2.391 *camshaft,* starter, bevel *gears,* drain tubes, clutch and flywheel, valves and guides, left magneto, axle casing. Box No. 83, MOTOR SPORT, 15, City Road, E.C.1.

HERSTON MOTORS. The vintage and sports car specialists of the South. 1935 Austin Light "12/4," very good condition throughout, fitted new engine by us, not yet run in, £175. 1934 Wolseley Nine sports four-seater, really good, £115. 1934 M.G. NA type Magnette, very fast and reliable, very clean and good, £225. 1936 Buick Viceroy saloon, clean and tidy, good engine, £165. 1930 Bentley Speed Six in truly wonderful order, £275. 1931 Bentley 8-litre chassis only, complete with wings, bonnet, lamps and all instruments, bargain, £175. 1931 Triumph Eight fabric saloon, good runner, body rough, £45. These and a few late arrivals are offered this month. Write, phone (Swanage 2730) or call. Herston Motors, 409/411, High Street, Swanage, Dorset. Personal attention at all times, we never *close. Part exchange ?, a pleasure. Insurance and* Hire purchase.

M.G. TWO-SEATER "J2." Cycle wings, engine overhauled, all new bearings, all brakes relined, new king pins, carburetters, batteries, S.U. pump, oil and water thermometers, etc., new hood, side-screens, tonneau cover. Good tyres. Taxed, any trial. £160. Moffat, The Park, Yeovil, Som. Tel.: 344.

SUNBEAM. Dismantling 1935 Dawn, 1933-4 Speed Twenty. Dozens of wire wheels, all kinds. Bishop, 9, Norman Road, Swindon.

3-LITRE LAGONDA tourer, 1930. Probably best preserved of this classic type in existence. Cruising 60–65 m.p.h. without effort, maximum over 80 m.p.h. Taxed. Any reasonable trial. £220. Fairman, Holly Lodge, Worth, Sussex. Tel.: Pound Hill 3128.

1941 HUMBER SNIPE open tourer. Excellent mechanically. Fast. £5 tax. Taxed, insured July. £230. Write "Geoffrey, 204, Church Road, W.7.

AUSTIN/FORD SPECIAL. Basically Austin 8-h.p. tourer, completely rebuilt late '46 with carefully tuned, new Ford 10-h.p. engine and gearbox. High-compression head, strengthened springs, 6.00 by 16 tyres. Many instruments, extras, alternate *cylinder head, high and low ratio gearbox.* Complete all accessories, spares, tools. Superb condition, recently cellulosed, chromed. An impressive solid-looking machine almost indistinguishable from new. Amazing performance, over 72 m.p.h. Any examination welcome. £330. Spanjer. Tel.: Euston 5361 9–5.30.

EXCHANGE OR SELL. £225 up to 12-h.p. sports car for F.I.A.T. 500 1938. Reconditioned, engine sleeved, new hood, resprayed, recovered seats, new oversize battery, new rubber matting. Brown, 6, Murray Road, Ealing, W.5.

VINTAGE SPARES. Delage D.I.S.S. 1926 engine and gearbox, complete, £8. Five D.I.S.S. wheels, tyres and tubes, £4. Seventh Lancia Lambda cylinder head with overhead valve gear, £8, also radiator, £2, and Bosch starter motor, £2. Eighth series gearbox with clutch assembly, £5. Alfa-Romeo "22/90" hood frame, fitted new hood, £4. M.G. "18/80" rear axle, £4. Ford V8 1934 front and rear axles complete, £4. 1936 Morris Eight chassis frame, bare, £4. Above items in good serviceable condition. All letters answered. Box No. 84, MOTOR SPORT, 15, City Road, E.C.1.

We must apologise for having inserted the following advertisement in last month's issue (i.e., a month early).

ALFA-ROMEO 1,750-C.C.

Twin-camshaft, supercharged, Zagato two-seater, 18 h.p. Believed one of the last of this superb marque manufactured. In beautiful condition from radiator to fish-tail. This vehicle has been run and maintained absolutely regardless of cost and £160 was spent on reconditioning the engine alone last July, quite apart from what has been expended on the chassis over the last three years. Between 22-25 m.p.g. is obtained with sensible driving and the performance is literally incredible. These models are widely advertised by London firms at £550-£625. The price asked for this vehicle is £425, or reasonably near offer. Plenty of petrol. Apply in first instance to :—

Simmons, 101a, Tamworth Road, West Croydon, Surrey. Tel. : Croydon 1537

FOR SALE—*continued*

RILEY NINE MONACO, September, '37. Excellent condition. Taxed, insured, full coupons, recent overhaul £40. Price £300. Tel. : Sanderstead 4098.

"MYRTLE." 1931 three-wheeler B.S.A., four-cylinder engine, Austin Seven radiator, cycle wings, green and cream. In daily use. Capable of 60 m.p.h. or 45 m.p.g., but at 72,045 miles requires attention and enthusiast's care. Delivered London or any reasonable distance. £25. Sub-Lt. Kelsey, H.M.S. Excellent, Portsmouth.

EXCEPTIONAL SINGER "LE MANS" 1934/5. Black two-seater, excellent condition throughout, very reliable. Taxed. £155. Closed car needed for domestic reasons!! 37, Parkside Drive, Edgware. Tel. : Edgware 3925.

BENTLEY. 1927 3-litre saloon, Blue Label with Red Label manifold. Orginal crankshaft reground, etc reliable. About £150, consider small car taken part. Box No. 85, MOTOR SPORT, 15, City Road, E.C.1.

ALVIS SPEED TWENTY. 1935 V.D.P. Foursome drophead coupé. Body and engine in excellent condition, rewired, new tyres, hood, batteries, i.f.s., Telecontrols, P.100s. £395 or near offer or would consider part exchange smaller car with cash adjustment. Tel. : Cobham (Surrey) 560.

AMERICAN AUSTIN SEVEN saloon. First registered December, '33. Very unique car, understood to have been used mainly to run round the Austin motor works. Small mileage. About the only one known with this pedigree. Offers around £200. 3, Wootton Road, Northfield, Birmingham, 31. Tel. : PRI 1214 before 9.30 a.m., or after 6 p.m.

MOTOR SPORT, most 1937–1949. "Speed" bound volumes I, II, III, IV. Olympia Show Numbers, Motor, Autocar, 1921–1949. Books, "Combat," "Flat Out," "Power and Speed," "Ten Years Motor Racing." Offers. Box No. 86, MOTOR SPORT, 15, City Road, E.C.1.

FRAZER-NASH. 1935 T.T. Replica, Blackburne six-cylinder, 14-in. front brakes, small mileage since complete rebuild. £350. A. D. Johns, Studley House, Worcester.

EARLY MOTORING BOOKS. *Autocars* from 1897. Several hundred periodical issues and other volumes. Private collector selling surplus. Box No. 87, 15, City Road, E.C.1.

1936 SIDDELEY SPECIAL sports saloon. Believed actual Show model. 34,000 miles. Superb car, £395. 1934 registration 25-h.p. Daimler. Fluid flywheel, self-change, dove grey drophead, new tyres, new battery. Very good order throughout. Sacrifice at £175. Part exchange welcome. Spares for Austin Sixteen, 1931; Alvis Twenty and Twenty-five; Chrysler 19.8-h.p., 1933; Hudson eight-cylinder; Ford T, 14.9, 24, and 22-h.p.; Humber 8.9-h.p.; Triumph 10.9-h.p.; Talbot Fourteen. 12v. S.U. pumps, £2. 12 and 6v. horns from 10s. Magnetos etc. Wings and running boards, popular models, ex-stock. Made to pattern seven days. Bodies built to customers' requirements. Collection and delivery arranged anywhere. Breakdowns and salvage a speciality. S.A.E. with all enquiries please. Tom Carruthers, Belmont, Carrutherstown, Dumfries.

A40 COUNTRYMAN. March, 1949. Fitted wireless, heater, windscreen washer. 15,000 miles. Meticulously serviced. Best offer over £800. Box No. 88, MOTOR SPORT, 15, City Road, E.C.1.

FOR SALE—*continued*

GOLD 12-HR. CHRONOGRAPH date watch. Gives time ⅛ sec. to month. Also steel waterproof chronograph 12-hr. luminous. Exchange one or both for machinery. Box No. 89, MOTOR SPORT, 15, City Road, E.C.1.

COMPLETE 12-IN. HYDRAULIC BRAKE SYSTEM. Hubs, caps, one 18-in. wheel, ex-Daytona Hornet. Offers. 20a, Hartington Road, Chiswick. Tel. : Chiswick 2803.

AUSTIN RUBY TOURER, cream, October, 1938. Engine fully reconditioned by Austin distributors, not yet run in. Recently completely re-upholstered, new hood and bag, new full tonneau cover, new tyres, exterior bodywork and sidescreens excellent, good battery. £250. Barrett, Hill Farm House, Heydon, near Royston, Herts.

TALBOT 3½-LITRE Model 110 sports saloon. Dark green, March, 1937. Preselector and traffi clutch. Within last nine months has had gearbox completely reconditioned by Gondar. New crown wheel and pinion, new carburetter by Zenith, new valves and springs, new battery, new water pump and Gallay radiator block, reconditioned shockers, brakes relined, dynamo and starter overhauled, rear springs set-up. Receipts shown. Bodywork good class e thoroughbred lines, excellent tyres. Mileage 49,000. £350. Barrett, Hill Farm House, Heydon, near Royston, Herts.

ALVIS "12/50" big-port two-seater "Beetleback." First-class condition. Recently rebored first time. Many spares, good tyres, extra spare wheel and unused tyre. Two tanks. A vintage snip. Nearest offer £120. Tel. : Loughton 3625.

1925 O.H.V. B.S.A., less wheels and few bits, £5. Lucas C45YV dynamo, £3. Lucas E3 ditto, 30s. B.T.H. magneto Riley Nine, £2. B.T.H, "J4" magneto, £2. Hornet camshaft, £1. Castrol Power grease gun, £5. Rosengart engine and gear parts cheap. G. Bagguley, Aston-on-Trent, Derby.

WOLSELEY HORNET SPECIAL 1933 engine and gearbox. Rebored, new pistons, reground crank, not run in. Receipts shown. Offers or exchange Ford, Hillman, Morris Ten unit. Tooley, Broad Green, Coggeshall.

1934 SUNBEAM SALOON, 12.8-h.p. I.f.s., Wilson preselector, interior fair, body good, stored since 1939. Partly dismantled for inspection and found to be good. Due to lack of facilities this car is offered for £45 or exchange runner. 531, Wherstead Road, Ipswich.

1936 TYPE 45 FRAZER-NASH B.M.W. two-door saloon, maroon, leather upholstery, very sound mechanical condition, sustains excellent oil pressure when hot, bodywork in excellent order. Absolute bargain £229. London Cars, 2/3, Grosvenor Parade, Uxbridge Road, Ealing Common, W.5.

SUIT COUPLE or bachelor. Bijou detached cottage. Garden, large garage, workshop, outhouse, telephone, power, gas, S.W. district, modernised. £2,500, plus fittings. Tel. : Riverside 7453.

S.V. ASTON TOURER, full details, photo, £130 or near. Autocar, Vols. 73 and 76, complete, bound, 30s. Show Numbers 1932 and 1937, 2s. 6d. each. Demaus, St. Michael's, Tenbury, Worcs.

ASTON-MARTIN International chassis with Bertilli drophead coupé. Resleeved, crank reground, etc., new-type valves, gears and rear axle perfect, new water pump required. £140. Also Bugatti T 44 or 49 crankcase and crankshaft firing 2–4–2 in sound condition, oil pump, etc. £40 a gift. "Brescia" crankshaft, reground, £10. Hambling's, Crown Point Garage, Leeds, 9. Tel. : 26050.

TRIALS SPECIAL based on V8. All necessary modifications. Excellent condition. £150. Box No. 90, MOTOR SPORT, 15, City Road, E.C.1.

ALVIS FIREBIRD. Rebuilt throughout, engine resleeved, brand new body just completed, open four-seater with cowled front very similar to the Healey. Will re-register 1950. Nearest £300. Service Motors, 1a, High Road, Balby, Doncaster.

ALVIS "12/50" sports saloon, 1927. Two owners only. Amazing original condition throughout, only fault slight timing gear noise. Nearest offer £100. 56, Chetwode Road, Tadworth, Surrey. Tel. : Burgh Heath 5356.

LAGONDA 1932, 3½-litre saloon. Superb original condition. Mechanically faultless, engine reconditioned 3,000 miles ago. Any trial or inspection. Radio and built-in jacks. Offer nearest £215. Interested in exchange. Day, 125, George V Avenue, Worthing, Sussex.

M.G. "J2"

Stripped down to the ultimate nut and bolt and completely rebuilt, including suspension, steering, braking, etc., with all new parts as necessary, over two years. The engine has been sleeved back to standard and rebuilt complete with new valves, springs, guides, con.-rods, balanced crankshaft, etc., etc., the cost of materials alone amounting to £120. Recellulosed British racing green. Shows 60 lb. oil pressure after 100 miles continuous run. All springs have been set up and suspension renewed as and where necessary. Fitted twin spares, aero-screens, spot, etc. Complete with spare block, racing alloy con.-rods, pistons (various), valves, stars and planets, half-shafts, etc. **Price £250.** As near perfect as possible.

SIMMONS, 101a, Tamworth Road, West Croydon. Tel. : Croydon 1537

FOR SALE—*continued*

ALFA-ROMEO 1,750-c.c. twin-cam saloon, 1930, £145; Sunbeam "24/70" saloon, 1933, £110; F.I.A.T. 21 saloon, 1927, £65; Invicta 4½-litre, high-chassis sports four-seater, 1929, £100. All the above are very sound specimens of their type and age; for the man prepared to do some homework, a 1930 Riley Nine Monaco saloon, mechanically good, complete and a runner, body sound but rough appearance, needs rewiring, £40; also, a 1933 Vauxall Cadet, 17-h.p. saloon, mechanically very good, steel body sound, but rough inside and out, a cheap hack, £45. For the special builder: Ford V8 30-h.p. power units, with four-speed gearboxes to take open prop.-shafts, in good condition, latest type distributors and carburetters, with dynamo starter, fan, etc., £30 each; some units minus certain auxiliaries at lower prices. Other engine, etc.: 1933 Sunbeam 18-h.p., with gearbox, minus timing cover and gearbox end cover, £15; gearbox and prop.-shaft for "12/16" Sunbeam, £8 10s; all parts except rear axle for 1929 Vauxhall "20/60"; all parts for 1927 and 1929–30 Sunbeam "21/60"; set of six newly-rebuilt 19-in. wheels for Rolls-Royce Ghost or Phantom; large selection of vintage lighting equipment, electric, acetylene and oil, dynamos, starters, etc. C. J. Bendall, 28, Orchard Road, Stevenage, Herts.

LAGONDA. An exceptional opportunity to acquire one of the finest and last of the LG45 "Le Mans" type Rapides. This car has only done 30,000 miles since new in the hands of two careful owners. Always meticulously maintained. Many interesting features including V12 gearbox, Newton and very latest Andre Telecontrol Dampers. Recently fitted new clutch and brake linings. Capable well over 100 m.p.h. in standard trim. Full four-seater body of classical design with outside exhaust. Green paint as new. Late 1937 model to Sanction III standard. £950 or near offer. May be seen Fox and Nicholl, Ltd., Kingston By-Pass, or write J. B. Stone, 10, Haymarket, S.W.1., for fuller details.

2-LITRE LAGONDA. Two/four-seater built for 1929 Le Mans. Engine overhauled by experts 3,000 miles ago. Four new tyres, side curtains, tonneau cover, hoodbag. Rewired, brakes rebushed and relined where necessary. A very pleasant car for male or female. £350. Goslett, The Elms, Denham.

DOWNDRAUGHT S.U. 1¼-in. unused, £5; ditto 1⅛-in. slightly used, £3 15s.; 3-in. rev.-counter, 1/1, 0–5,000, with drive, 50s. Powerplus No. 9, ex J. G. Martin, 200 miles only, mountings for o.h.c. M.G., £12; new Marshall 75, £12 10s. Twin o.h.c., dual ignition Salmson 1,100-c.c. engine, unused since complete overhaul in 1934, Martlets sleeved. Offers around £12. Rotol cabin blower, little used, 50s.; 1931 Austin Seven Chummy body, aluminium with wings, radiator, hood frame, etc., £6 10s.; 1932/4 Austin Seven front wings, 30s. a pair. Many Austin Seven spares, frames, tanks, chassis parts, etc. S.A.E. please. French, Elmore Gloucester. Tel. : Hardwicke 359.

£65 WOLSELEY HORNET COUPE. Nearly new tyres, battery, 30 m.p.g. very clean. Would exchange. 47, Richmond Road, Worthing.

1930 4½-LITRE BENTLEY. Sound mechanical order. Crank reground, rebored, camshaft built up and reground. Nearest £250 for quick sale. Shaw, 265, Marine Road, Morecambe.

"18/80" MARK I SPEED MODEL M.G. 1931 open four-seater. New hood and side-curtains. Good tyres. Clean, interesting and reliable. £75. White Goat Farm, Whalley, Lancs. Tel. : Whalley, Lancs. 3218.

FOR SALE—*continued*

AUSTIN SEVEN SPARES. Large stocks, springs, axleshafts, axle beams, crown wheels and pinions, timing gears, etc. Price, Three Shires, Bearwood, Birmingham.

1½-LITRE CHASSIS, six-cylinder o.h.v. engine, wishbone and coil i.f.s., underslung de Dion rear, Lockheed brakes. £500. Box No. 98, MOTOR SPORT, 15, City Road, E.C.1.

CROSSLEY 1930 SILVER SIX 18-h.p. sports tourer four-seater in superlative original condition. Completely overhauled engine this year costing more than £60. Highly polished aluminium body with really fine weather equipment. The performance of this car is exceptional to say the least. Well over 70 m.p.h. is obtained with a minimum of effort. Uses no oil. Well shod with plenty of petrol. Taxed. Price £135, any trial whatever. Car can be seen in either Thanet or London. Write Box No. 29, MOTOR SPORT, 15, City Road, E.C.1.

TALBOT 75 18-h.p. Darracq (1934). Sunshine roof sports saloon. In absolutely first-class all-round condition. Mechanically superlative, doing 21-23 m.p.g. Ride control, reconditioned shockers, good tyres all round. Petrol not drawn. Heavy duty battery. A thoroughbred and reliable "goer" with most modern and attractive lines. Was completely overhauled last year at cost of £72 in all. Price £175 or reasonably near offer. Any trial. Simmons, 101a, Tamworth Road, Surrey. Tel.: Croydon 1537.

1938/9 3-LITRE (21-H.P.) TALBOT Laudau sunshine roof de luxe saloon. Recently fitted reconditioned engine and recellulosed gun metal grey with new battery and good tyres all round. New carpets were also recently fitted and the suspension has been thoroughly overhauled. The whole car is in excellent condition and is taxed. Price £475 or near offer, or would exchange with cash for open "2.3" supercharged Alfa-Romeo. Seymour, The Aerodrome Hotel, Croydon Airport.

4½-LITRE BENTLEY, V.D.P.
4-seater, 1929; close-ratio gearbox; mechanically perfect, new radiator, body needs some attention. **£200**
or near offer.
Tel.: **RIV 4955**
336, Goldhawk Rd., London, W.6

ALFA-ROMEO 1,500-c.c. twin-camshaft open four-seater tourer by Farini. Mechanically this engine is really superb in all respects. A great deal of labour and money has been expended on this vehicle over the past two years, and it is essentially reliable and of good appearance. Good tyres, hood, battery, etc. Approximately 75 m.p.h. and 24-27 m.p.g. Very tractable. Price £225 or reasonably near offer. Apply in first instance to Simmons, 101a, Tamworth Road, West Croydon, Surrey. Tel.: Croydon 1537.

TRIALS AUSTIN. 1935 engine, registered 1947, 5,500, pretty alloy body cellulosed red, doors, side-screens, £139; new 5.25 crown bevel, £8 10s.; independent axle, £9 10s.; 1938 Girling front axle, £9 10s.; ruby wheels, £1 15s.; 1938 prop-shaft, £2 15s.; 3.25 by 19 tyre/tube, £1 10s. S.A.E. particulars. Appointment only. Edwards, 149, Coombe Lane, S.W.20.

TO FORD V8 SPECIAL BUILDERS. Ford Mercury engines from £12 10s.; gearboxes from £10; fron and rear axles, Lockheed brake type, and all other parts. Also, all Ford Ten parts for specials, and specials built to order. Onslow Bartlett, Wharfdale Garage, Ltd., Wharfdale Road, Bournemouth. Tel.: Westbourne 64497.

1927 "14/40" DELAGE D.I.S. Genuine Weyman saloon. Engine perfect, pre-lubricator to induction, Volk air cleaner, oil filter, thermostat, etc. Running every day, 28 m.p.g., oil negligible, all nine instruments work except petrol gauge. New 12v. Exide battery, six 6.00 by 20 tyres, servo brakes. This car is fast and in excellent condition. Also 1926 "14/40" Delage tourer converted to utility. Car complete, but engine semi-dismantled. £140 the lot. Munton, Larchwood Farm, Seal Chart, Sevenoaks, Kent.

FOR SALE—*continued*

D.M.S. DELAGE sports, reconditioned throughout. D.I. Delage coupé, good sound runner. All offers considered. Box No. 99, MOTOR SPORT, 15, City Road, E.C.1.

1948 FORD ANGLIA saloon. Showroom condition, fitted independent suspension and 1,172-c.c. engine and heavy duty clutch, Shorrocks supercharger. 12 volts light and starting, A.V.C. dynamo, oil coil., Windtone horns. Likely winner of any standard car event. Maximum 80 m.p.h., cruises 65 m.p.h. £550. Wadsworth, Moseley House, Rosehill Road, Burnley.

V. W. DERRINGTON, LTD., 159 and 200, London Road, Kingston-on-Thames. Tel.: 5621/2. For all sports spares, materials and equipment. Chromium-plated tubular luggage grids for M.G. Singer, S.S. 100, Allard, Standard Eight, F.I.A.T. 500, Austin Eight, from £4 5s. "Deep Note" exhaust systems from £3. "Brooklands" detachable aero-screens, universal fittings, 48s. "Brooklands" steering wheels, £4 5s. Cycle-type wings, 6-in., 15s., 8-in., 18s. 6d. Bucket seats, light steel, pan, untrimmed, 27s. 6d.; steel framed trimmed Rexine, Latex cushions, 87s. 6d.; light alloy, 50s. (2¼ lb.) trimmed, Dunlopillo cushion, £5 7s. 6d. Dunlopillo cushions, 21s. and 22s. 6d. Sheet aluminium, 6 ft. by 3 ft., 22-gauge, 22s. 6d.; 18-gauge, 37s. 6d. Duralumin, 19s., 35s.; other gauges, angles, mouldings stocked. Best quality black duck, 54-in., 25s. head topping, 25s., Rexine, all colours, 15s. yard.

SUPERCHARGERS all makes. Largest Zoller, new for E.R.A., Magnette, £60. Marshall set for "P" M.G., £40. Boost gauges —10, +25 lb., 25s. Speedometers, rev.-counters, thermometers, headlamps, spot and fog lamps, Windtone horns. 12-in. Marchal headlamps, reconditioned, £20. P.100, reconditioned £32 10s. pr.

F.I.A.T. SPARES. Largest stockist 500, 1,100, 1,500 spares, new and reconditioned. Exchange reconditioned starters, dynamos, engines, gearboxes, radiators, engines. Complete servicing and reconditioning, and coachbuilding.

M.G. SPARES. Vertical drive roller races, 8s. 6d. pair; sleeves, 20s. 6d.; own drive pinions reconditioned, 40s. each; rockers ditto, 7s. 6d. each. Rocker shafts from 10s. 6d., bushes 7s. 6d., valves 7s. 6d., guides 5s., phosphor-bronze 7s. 6d.; gaskets, ball races, half-shafts, springs, road wheels, new, £6. "Deep-note" exhaust systems, "J," 65s.; "P," 75s.; "T," 85s. Inlet manifold with pair large racing twin-float Amals, giving 7-10 m.p.h. extra, for L, N or K-Magnette, £10. "P" or "N" gearboxes, £20.

AUSTIN SEVEN SPARES. Ulster, Nippy, Speedy models, new. Camshafts, £6; cylinder heads, £5; pistons, complete, £3 set; double valve springs, 8s. 6d.; 3-bearing crankcases, £8 10s.; bevel pinion shafts, £2.

ENGINES. New 1939 Morris Ten with clutch, gearbox, manifolds, carburetter, all electrical components; specially works tuned; £95. New B.M.W. 1½-litre, with Bosch vertical magneto, starter, dynamo, manifolds, carburetter, filters, £85. Riley 1½-litre, £45; or reconditioned, £80. 1931 Hornet cylinder block, crankshaft reground, bearings re-metalled, rebored, £15.

ALUMINIUM CYLINDER HEADS. Alta, Austin Seven, £5 10s.; "Silvertop" Ford Eight and Ten, Morris Eight, £5 18s. 6d.; Series E, £6 12s. 6d.

BODIES. Wolseley Hornet Daytona 2-seater, with all wings, bonnet, hood irons, £20; single-seater for "J" M.G. chassis, with gravity tank, £10. Wheel discs, new Wilmot Breeden, chromium rims, 18-in. wheels, £9 10s. set. All body fittings, materials, and door handles stocked.

V. W. DERRINGTON LTD., 159 & 200, London Road, Kingston-on-Thames. Tel.: 5621/2.

WANTED

INSTRUCTION BOOK for M.G. "18/80," Mk. I or II. Pay cash or offer instruction book on 3-litre Bentley in exchange. 22, Haig Road, Catterick Camp, Yorks.

FOR 1936 "KN" MAGNETTE, 4-seater body, open or saloon. M. N. Boyde, Sutton Bassett, Market Harborough. Tel.: Dingley 224.

TALBOT. Exchange 1929 "14/45" Weymann coupé for smaller car, preferably "10/23," "8/18," 12-h.p., or Sunbeam "12/30." Parker, Denmark House, Royston.

WANTED—*continued*

1924-28 HUMBER EIGHT tourer, roadworthy. Woolley, Lord Williams's School, Thame, Oxon.

PERFORMANCE CARS, of 21, Daleham Mews, Belsize Lane, N.W.3, Tel.: Hampstead 8707, have a long waiting list for sports and touring cars of all types and would like to hear from anyone disposing of their car.

SPORTS CAR. Age, condition and price immaterial. Full details please: Box No. 100, MOTOR SPORT, 15, City Road, E.C.1.

SPORTS CAR. Age, condition, not very important. Fullest details and price please: Box No. 101, MOTOR SPORT, 15, City Road, E.C.1.

F.I.A.T. 500 two-seater body, wings, etc. Condition not important. Price please. Box No. 91, MOTOR SPORT, 15, City Road, E.C.1.

BENTLEY WANTED, open 3-litre Red Label Bentley, consider 4½-litre, will view anywhere. Please write lowest price, condition, etc., if possible and send photograph. Box No. 92, MOTOR SPORT, 15, City Road, E.C.1.

B.S.A. 10-H.P. four-cylinder engine for Scout. Incomplete engine or block only would do. Box No. 93, MOTOR SPORT, 15, City Road, E.C.1.

1934 L TYPE MAGNETTE cast-iron flywheel housing. Reasonable price. Foster, "Arborlow," Hainault Road, Chigwell. Tel.: Hainault 2830.

ANYONE HELP? 12-h.p. British Salmson engine and gearbox complete. Brierley, 211, Halifax Road, Rochdale.

3-LITRE SUNBEAM, F-Series
in perfect mechanical condition. S.U. carbs., all new weather equipment. Any trial or examination. £325
or near offer.
Tel.: **RIV 4955**
336, Goldhawk Rd., London, W.6.

2-LITRE LAGONDA (saloon preferred), A.C. drop-head or Rover Fourteen sports saloon, 1935-6. Lowest price to private buyer. Box No. 94, MOTOR SPORT, 15, City Road, E.C.1.

AUSTIN EIGHT TOURER, W.D. model. Condition immaterial. Price, particulars. Clary, 10, Meadow Road, Claygate, Surrey.

SUNBEAM 1933-4-5 Speed Twenty. Mechanical condition immaterial. Body good. Reasonable price, all letters answered. Bishop, 9, Norman Road, Swindon.

RILEY MARCH SPECIAL enthusiast requires service manual or information. Also camshaft coupling to rev.-counter drive. 19, Main Street, Humberstone, Leicester.

ANY OPEN BODY to fit M.G. L type Magna chassis. Box No. 95. MOTOR SPORT, 15, City Road, E.C.1.

ALVIS, LAGONDA OR RILEY, 1931-5, 1½-2-litres. Manual gearbox. Particulars and price. Box No. 96, MOTOR SPORT, 15, City Road, E.C.1.

INSTRUCTION BOOK for 1930 Singer Junior 8-h.p. Also spare engine for same. Rae, 22, Delaware Mansions, Maida Vale. Tel.: Cunningham 6507.

COTAL GEARBOX required urgently. Perfect order not essential. Pippbrook Garage, Dorking. Tel.: Dorking 3891/2/3.

WANTED—*continued*

ENTHUSIAST SEEKS CHEAP CAR, will also purchase spares, motor books, manuals, photos, mascots, club badges and any interesting items. Box No. 82, MOTOR SPORT, 15, City Road, E.C.1.

15/54 CROWN WHEEL AND PINION, or 15T pinion, for Type 30 Bugatti; also pair 16-in. or 17-in. wheels 52 mm. hub, suit fifth series Lancia. Box No. 79, MOTOR SPORT, 15, City Road, E.C.1.

GARAGE AND SHOWROOM to accommodate ten to twelve cars with pumps. London or near. Freehold or leasehold. Box No. 49, MOTOR SPORT, 15, City Road, E.C.1.

BENTLEY, RED OR BLACK LABEL, with slab tank. Cheap. Box No. 50, MOTOR SPORT, 15, City Road, E.C.1.

PRESELECTOR GEARBOX, E.N.V., Type 150 or 110. Up to £20 paid for good box. H. & A. Engineering (London), Ltd., 35, Grant Road, Addiscombe, Croydon. Tel.: Addiscombe 2931.

SPORTS CAR. Age, condition fair. No fancy prices, please. Box No. 51, MOTOR SPORT, 15, City Road, E.C.1.

P-TYPE M.G. ENGINE AND GEARBOX for rebuilding. Monk, 15, Raven Road, Timperley, Cheshire.

SPORTS CAR or high-performance drophead required. Bentley, Alfa., Merc., Alvis, A.C., Lag., Bugatti, Invicta or similar. Please enclose photo. Write Simone, Airport Hotel, Croydon, Surrey. Distance unimportant.

"20/25" ROLLS-ROYCE open tourer, please. Write Box No. 76, MOTOR SPORT, 15, City Road, E.C.1.

"2.3" OR "2.9" SUPERCHARGED ALFA required. Any condition, must be cheap. Box No. 52, MOTOR SPORT, 15, City Road, E.C.1.

RILEY NINE 1935/36 standard induction manifold and Zenith V.E.H. or B.V. carburetter. Davis, 39, Brintoo Road, Hereford.

SPORTS CAR urgently wanted. Condition, age, distance and price unimportant. Box No. 9, MOTOR SPORT, 15, City Road, E.C.1.

SPORTS or any car wanted cheaply, to rebuild, also spares, books, manuals, photos, mascots, badges, and anything of motoring interest. Box No. 504, MOTOR SPORT, 15, City Road, E.C.1.

WELFORD BROS., Opal Street, Leicester. Tel.: Leicester 65903, urgently require open or closed sports cars. Particularly Riley Nines. Also spares.

ENTHUSIAST requires vintage or veteran for restoring. Low h.p. and price preferred. Medina, 7, Lynton Avenue, St. Albans, Herts.

CHRONOMETER STOP CLOCK, 8-day, dash mounting. Also unusual instruments, gadgets, etc. J. Ramsbottom, 72, Banks Lane, Riddlesden, Keighley.

FRASER-NASH front axle and brakes, steering box, prop. shaft and clutch. Rear axle radius arms with brakes, and 2- or 3-seater body. Pickworth, 7, Shirehall Close, Hendon. Tel.: Hendon 1603.

WOLSELEY HORNET SPECIAL, 1931-32 hot camshaft, instruction book, any spares, experience. Advertiser abroad, delay in answering. Box No. 64, MOTOR SPORT, 15, City Road, E.C.1.

FOR "BRESCIA" BUGATTI: Flywheel, with starter teeth, starter motor. Campbell, 86, Hillside Road, Beeston, Notts.

LANCIA AUGUSTA ENGINE or crankcase, cylinder block and head; also body for F.I.A.T. 500. Box No. 43, MOTOR SPORT, 15, City Road, E.C.1.

FOR 4½-LITRE BENTLEY: pair of aluminium castings for mounting radiator, headlamps, front brake shaft. Gibson, "The Quarry," Cropton Lane, Pickering, Yorks.

WANTED—*continued*

AUSTIN SEVEN OR MORRIS MINOR, cheap; 2-seater (preferred) for conversion, or would consider incomplete trials special. Box No. 44, MOTOR SPORT, 15, City Road, E.C.1.

ENTHUSIAST REQUIRES good class sports car; poor condition, smashed, dismantled. Rebuild. Cheap. Whitehouse, "Eastcote," Broad Lane, Hockley Heath, Birmingham.

HEALEY ROADSTER, 1947 or later, to buy, or exchange for Triumph "2,000" Roadster. J. R. Nutter, 61, Friargate, Derby.

BODY WANTED FOR ALVIS "12/50," open or closed. Preferably with wings. Pearson, Brook House, Borrowash, Derby.

GARAGE AND SHOWROOM to accommodate ten to twelve cars, one or two pumps. London or near. Freehold or leasehold. Box No. 49, MOTOR SPORT, 15, City Road, E.C.1.

COTAL GEARBOX required urgently. Perfect order not essential. Pippbrook Garage, Dorking. Tel.: Dorking 3891/2/3.

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P-TYPE M.G. ENGINE AND GEARBOX for rebuilding. Monk, 15, Raven Road, Timperley, Cheshire.

WE HAVE A LONG LIST of real enthusiasts we would like to help. They need: Alvis, Alfa's, Mercedes, Bentleys, etc. Condition, age, not important. Help us to help them; we are also at your service in exchanging. Photographs if possible, please. Tel.: Croydon 1537, or Box No. 52, MOTOR SPORT, 15, City Road, E.C.1.

M.G. "MONTLHERY" BACK AXLE PARTS, hand-operated petrol pump. Magna "F" handbook. Spencer, 5, Alcester Road, Stratford-on-Avon.

OLD BUGATTI PHOTOGRAPHS, cuttings, articles, etc. Oct., 1949, issue "True." MOTOR SPORTS: 1949, May; 1945, Oct.; 1942, except April, Nov.; 1941, Jan., April, May, July, Aug., Sept.; 1935, except Nov.; 1934, except Oct., Nov., Dec.; 1933, except Feb., Sept., Oct., Dec.; 1932, except Nov.; 1931, except Feb. Bugatti dash instruments preferably vintage. Cheap garage space, W.11. Barry Eaglesfield, 22, Queensdale Road, W.11. Tel.: Park 4306.

ALVIS "12/50" open 2 or 4-seater, good mechanical condition, or chassis. Box No. 58, MOTOR SPORT, 15, City Road, E.C.1.

BODY FOR 1938 SINGER NINE—"Le Mans," Roadster or Bantam, or open 2-seater suitable conversion. Box No. 59, MOTOR SPORT, 15, City Road, E.C.1.

SCUTTLE-TYPE PETROL TANK for Austin Seven (special). Phillips, 27, Lavant Street, Petersfield, Hants. Tel.: Petersfield 258.

SMALL OR MEDIUM-SIZED SPORTS CHASSIS with open shaft transmission, sound brakes and suspension, less engine and gearbox. With body preferred. State price. Box No. 60, MOTOR SPORT, 15, City Road, E.C.1.

FOR 1935/8 MORRIS EIGHT, open 2-seater body in good order. Consider crashed car if front only affected. Anyone swop open 4-seater body for Speed 25 Alvis for D.H. coupé for same? Macfarlane, Cartbank, Cathcart, Glasgow, S.4.

TYPE 40 BUGATTI RADIATOR urgently required, in sound condition. Lee, 31, Bramhall Park Road, Bramhall, Cheshire.

WANTED—*continued*

JAGUAR 100 required, for export to Malaya. Include photo and price for cash. Subject to inspection by M.I.A.E. Box No. 61, MOTOR SPORT, 15, City Road, E.C.1.

FOR "BRESCIA" BUGATTI. Crown wheel and pinion, steering box worm and column. Bland, The Elms, Clifton, Rugby.

FOR "PB" M.G. Handbook and 8·43 straight-tooth crown/pinion, eight-hole differential fitting. Granville-Davis, 1, Coombe Road, Shirley, Warwickshire.

WE ARE BUYERS for cash of all good used cars, or generous sale or return conditions. We have a waiting list of genuine buyers for most makes. Dingwall Motors (Croydon), Ltd., 6/7, Dingwall Road, Croydon. Tel.: Croydon 3404 (three lines).

FIVE PER CENT. COMMISSION on sale only. Why not enter your car for sale at one of our auctions. Every Friday at 2 p.m. and Saturday at 3 p.m. at 6/7, Dingwall Road, Croydon. Tel.: Croydon 3404 (three lines). We can arrange collection if desired. Dingwall Motors (Croydon), Ltd., 6/7, Dingwall Road, Croydon.

WOLSELEY HORNET 1931–2, Swallow two-seater (not special). Any condition, if complete and price reasonable. Photograph if possible, to Warrillow, "Hill Cote," Lancaster Road, Newcastle, Staffordshire.

ROLLS-ROYCE, 20-h.p., about 1925, tourer or sports saloon preferred. J. C. Cooper, 5, Wallace Road, Bath, Somerset.

UTILITY OR VAN, preferably on vintage chassis. Horsepower unimportant if price reasonable. Please give full details. Good home to good motor. Box No. 68, MOTOR SPORT, 15, City Road, E.C.1.

ALVIS SPEED TWENTY, circa 1935. Particulars and price to I. M'Phail, 56, Jeymer, Drive, Greenford, Middlesex. Tel.: Waxlow 1451.

INVICTA 4½-LITRE, 1930 differential assembly or complete back axle, also distributors and handbook. Box No. 69, MOTOR SPORT, 15, City Road, E.C.1.

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8 OR 10-H.P. TWO-SEATER SPORTS CAR. M.G. preferred OR ?? Must be cheap and clean. Write all details, 1, Wythburn Place, London, W.1.

FOR "16/60" six-cylinder H.E., aluminium cylinder head. Flt.-Lt. Goodacre, "Old Place," Northleigh, Witney, Oxon.

FOR JOWETT SEVEN, pair aluminium cylinder heads; also any small chassis, less engine and gearbox. Write, Bell, Rochester Airport.

YOUNG ENTHUSIAST (National Serviceman) requires cheap sports car, with or without body, M.G. or Morgan or anything. Hare, D.Y.R.M.S., Dover.

MEADOWS "BROOKLANDS" CAMSHAFT for 4ED engine wanted desperately. Tooley, 1, Lothair Villas, Hatfield, Herts.

SPORTS CAR, pre-war, approximately one litre, sound coachwork. Consider engine requiring overhaul. Reasonable price please. Box No. 75, MOTOR SPORT, 15, City Road, E.C.1.

1934 9-H.P. Riley Lynx. Must stand rigid examination. Price, full details. Powell, 63, Kingfield Drive, Manchester, 20.

LAGONDA. Derelict 2-litre chassis required. Complete or incomplete. Also news of any "11.9." "11.1," "20/4" or "30/6" running, breaking or broken. A. Fisher, Kingston Blount, Oxon.

SALOON BODY wanted for 3-litre Bentley. Alvis or Talbot probably suitable. Bailey, 84, Park Avenue, Orpington.

What famous drivers are saying about the

HEALEY Silverstone

No. 2 **TOMMY WISDOM**

the well-known racing and trials driver—



T. H. Wisdom after passing the post to win the 1949 Mille Miglia (touring category).

THE SUPERB HEALEY

A racing car with all the comfort and safety of a touring car - that, in my view, exactly describes the Healey.

It has been my fortune to have been at the wheel of a variety of Healey models in many differing events: notably, first of all the International Alpine Trial of 1947 (Best British performance and the first appearance of a Healey in an international event), various hill climbs, the 24-hours race at Spa (second to a bigger-engined car by a matter of yards): first production saloon car to cover 100 miles in an hour: the Mille Miglia, a really 'tough' race, and the Production Car Race at Silverstone.

Superb road holding, delightful steering, splendid brakes plus a powerful engine and close-ratio gear-box, add up to a sporting car which has no peer. When I have to go quickly safely there is no car I would rather drive.

Tommy Wisdom

BRITAIN'S PROVED SPORTS CAR



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10,300 MILES IN 24 DAYS

AUSTIN A70 BREAKS BRITAIN-TO-CAPE RECORD



Ralph Sleigh and Peter Jopling, driving an Austin A70 "Hampshire" Saloon fitted with standard Lucas Electrical Equipment, reached Cape Town from England in the remarkable time of 24 days, 2 hours, 50 minutes, for the 10,300 miles.

This beat the existing record (made in 1939, also using Lucas equipment) by well over a week! They also broke the **ALGIERS-CAPE record** by nearly 4 days!

To achieve these outstanding records meant averaging 450 miles per day over this most gruelling route *via* Boulogne, Marseilles, Algiers, across the Atlas Mountains, through the barren Sahara, Nigeria, French Equatorial Africa, Belgian Congo, Kenya, Tanganyika, Rhodesia, Transvaal and so to the Cape.

Almost all possible climatic variations and "road" conditions were encountered, a most emphatic testimony to the performance and reliability of the Austin A70 and its Lucas Electrical Equipment.

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